ROYAL Baking Powder



Makes Clean Bread

With Royal Baking Powder there is no mixing with the hands, no sweat of the brow. Perfect cleanliness, greatest facility. sweet, clean, healthful food.

The "Royal Baker any Pastry Cook"—containing over Soo most practical and valuable cooking receipts—free to every patron Send postal card with your full address.

Alum is used in some baking powders and in most of the so-called phosphate powders, because it is cheap, and makes a cheaper powder. But alum is a corrosive poison which, taken in food, acts injuriously upon the stomach, liver and kidneys.

ROYAL BAKING POWDER CO., 100 WILLIAM ST., NEW YORK

INDUSTRIAL AND LABOR

D., L. & W. COMPANY ELECTS VICE-PRESIDENTS.

E. E. Loomis and B. D. Caldwell Were the Men Selected-Scranton Mine Workers Leave for New York to Attend the Civic Federation Conference-How to Increase Sales of Coal in Austria Discussed by a United States Consul-Make-up of the Board for Today.

At a meeting of the directors of the Lackawanna railroad, held in New York, yesterday, E. E. Loomis, general manager of the coal department, and B. D. Caldwell, general traffic manager were elected vice presidents of the Delaware, Lackawanna & Western Railroad company. The office to which Mr. Loomis was elected has been vacant since E. R. Holden resigned two and one-half years ago.

Mr. Loomis joined the Lackawanna forces on June 15, 1899, as superintendent of the coal department, and was appointed as general manager on March

Have Gone to New York.

The officials of District No. 1, of the United Mine Workers, left for New York yesterday afternoon to attend the conference of the Civic Federation, the coal operators and the United Mine Workers, which will be held there today. Those in the party were: Secretary John Dempsey, Vice-President Adam Rosencranz, and Organizers T. J. Llewellyn, M. H. Healey and John P. Kearney. In New York they will be joined by President Nichols, who left

The delegation of United Mine Workers will make their headquarters at the Ashland house.

Two More Mines Secured.

On May 1 the Delaware and Hudson company will resume the leasehold of the Pine Ridge colliery at Miner's Mills, which it sub-let to independent operators eight years ago.

Superintendent Rose said yesterday that the Pine Ridge breaker would be

To Increase Coal Sales.

During the year 1901 there were imported at Trieste about 300,000 tons of coal, 20 per cent of which came from the United States. With the exeception of one shipload, all the United its own use. I am informed that this Philadelphia. company is so well pleased with the result of its experiment of substituting American for British coal it has again contracted for 100,000 tons of

our coal, to be delivered during 1902. The praises of American coal sound HE USE of American engines on British railed by the Lloyd's engineers induced a Trieste coal dealer to place with a New York firm an order for 300,000 tons of prime steam coal. When the coal arrived it was found to contain coal arrived it was found to contain ican manufacturers are able to furnish engines so large a percentage of screening as of their standard types at lower prices and in so large a percentage of screening as to render it unsalable as standard to render it unsalable as standard to render it unsalable as standard to accept it. The coal was finally disposed of at a considerable discount, but not until it had been offered to, and inspected by, nearly every other dealer in the city. The local representatives of the British coal interests sentatives of the British coal interests unduly descanted on this incident, and it can not be denied that the reputa-

A standard grade of American steam coal was recently offered here for Feb-suary or March delivery at a price 3s.

(73 cents) below the present quotations of Welsh coal and found no taker; while in Italy and France, the same coals have for the past year been sold side by side at practically equal prices. I have no doubt that, were an American coal depot established here, from 200,000 to 300,000 tons of first-class American steam coal could annually be sold in southern Austria .- Consul Frederick W. Hossfeld, of Trieste.

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

FRIDAY, APRIL 25. Extras East—8 p. m., J. H. McCann; 9 p. m., Hoboken, J. F. Burkhart; 10 p. m., H. Gilligan; 11 p. m., Hoboken, M. J. Hennigan.

SATURDAY, APRIL 26. Extras East-1.30 a. m., William Hoar with E. McAllister's crew; 3 a. m., Hoboken, Ruegg; 4 a. m., W. J. Mosier; 5 a. m., Hoboken, E. Murphy; 9 a. m., Hoboken, McCatherne; 10 a. m., O. W. Fitzgerald; 11 a. m., Hoboken, M. Smith; 1 p. m., John Murray with C. W. Dunn's crew; 2 p. m., Hoboken, Brady; 2.30 p. m., John Baxter; 5 p. m., G. T. Staples; 6 p. m., Hoboken, E. M. Hallet. Summits, Etc.-9 a. m., Frounfelker; 11 a. m., Nichols.

Pushers—5 a. m., F. McDonnell; 6 a. m., Wid-ner; 7 a. m., Finnerty; 8 a. m., Houser; 9 a. m., M. Ginley; 11.45 a. m., Moran; 1 p. m., Nau-man; 1 p. m., H. Doherty; 2 p. m., W. H. Bar-tholomew; 5 p. m., C. Bartholomew; 7.30 p. m., Murphy; 9 p. m., Singer; 11 p. m., Lamping. Helpers-1.30 a. m., McGovern; 7 a. m., Gaff-10 a. m., Secor; 3.30 p. m., Stanton, Extras West-8 a. m., O. Randolph; 2 p. m., M. Carmody; 4 p. m., T. Doudiean; 11 p. m., C. Kingsley.

This and That.

J. H. Loveland, of Moscow, was a caller at the Lackawanna railroad offices yesterday. Superintendent E. M. Rine, returned yesterday from New York, where he attended a time-card meeting.

Lincoln Bush, of Hoboken, principal assistant engineer of the Lackawanna railroad, was in the city yesterday. A corner of the new paint shop in the Lackawanna railroad yard is being torn down in order to permit of the extension being made to the round house. W. L. Harvey, of Gouldsboro, superintendent of the North Jersey and Mt. Pocono Ice company, called on Lacka-wanna railroad officials in this city yes-

The Baltimore & Ohio railroad is to construct a cut-off from Cherry Run the Laurel Run colliery at Parsons and Martinsburg, W. Va., to reduce the grade 1 per cent and thus lower the cost of carrying freight over the mountains and give better service. Contracts have been awarded by the Buffalo, Rochester & Pittsburg railroad for the building of a branch line from Punxsutawney to the town of Indiana, forty miles. The road will open a new and extensive coal field for this read, besides an important connecting branch.

S. S. Derman, room 714 Connell build-States coal was imported by the Aus- ing has taken the local agency for the trian Lloyd Steamship company for Finance, Security and Trust Co., of

AMERICAN ENGINES.

Special Correspondence of The Tribune.

ways, especially upon those in Egypt, is discussed in a report by the Earl of Cromer, the British consul-general in Cairo, a copy of which has just reached the treasury bureau of statistics. The report states that Amerthose manufactured in England. Two offers from American and British manufacturers for specially it can not be denied that the reputation of our coal has suffered a serious backset.

That we have coal equal to the best British grades few dealers doubt; but I know that many of them would regard it as a very risky experiment to buy in the United States "sight unseen" a shipload of coal and pay cash for it. In fact, the large majority of our exporters of coal are not yet well enough known abroad to demand from foreign buyers more confidence than they are willing to extend to them. British coal is sent here on consignment. Nearly every British exporter doing business in Austria has a large depot at Trieste, in charge of a native agent, and it is probably safe to say that the most experienced coal men of this city are thus linked to British interests.

A standard grade of American steam coal was recently offered here for February or March delivery at a price 3s.

"Marcican and British manufacturers for specially made engines according to specifications issued by the Egyptian tailway board are quoted. In one of these the British price is \$2,240 pounds sterling, and the American price 2,700 pounds sterling, and the American price 3,575 pounds sterling, and the American price 4,700 pounds sterling, and the American price 3,575 pounds sterling, and the American price 4,700 pounds sterling, and the American price 3,575 pounds sterling, and the American price 3,575 pounds sterling, and the American price 4,700 pounds sterling, and the American price 3,575 pounds sterling, and the American price 4,700 pounds sterling, and the American price 4,700 pounds sterling, and made engines according to specifications issued

of engines."
"It appears, however, that it is not so much

In the matter of price as in respect to the period required for the construction that the American manufacturers have had the greatest advantage, not only over British, but over all other competitors. The figures in this connection are, indeed, very remarkable. On the two occasions given by Mr. Trevithick, when British and American Conference of the contract of th given by Mr. Trevithick, when British and American firms entered into competition, the former offered to complete the orders in forty-cight to ninety weeks respectively. The American offers, on the other hand, were for delivery in eightuen to thirty-five weeks, if the Egyptian designs and specifications were followed, or in ewelve and thirty weeks, if certain changes in the designs were allowed,

"It cannot be doubted that the main reason

were allowed.

"It cannot be doubted that the main reason why so many orders for railway and other plant required in Egypt have recently been given to America, is that American firms have been able to execute them with extraordinary rapidity. For reasons to which I have frequently alluded in my annual reports, and on which I need not, therefore dwell at present, railway development in Egypt did not, for many years, keep pace with the rapidly increasing prosperity of the country. The natural result ensued. A moment came when a a large quantity of material was came when a a large quantity of material was required for delivery in a short time, and, inas-much as American firms were in a far better po-sition than others to comply with the require-ments of the government as regards time of delivery, a large portion of the orders naturally went to America."

in rapidly and inexpensively constructing locoma-tives is their continuous day and night work system of piece work, and working to faced types and templates. It will be readily understood how great an economy can be effected in the construction of machines so complicated as locomotives when, by working day and night, double the amount of work is obtained out of the plant and

rious parts forming their standard locomotives, the employment of which would be inadmissible in English workshops, where only a few engines are constructed to the same type.

"Thus it is that the Baldwin works, so long as they have sufficient orders to engage their machinery day and night, and are allowed to construct their own standard types, can so successfully compete with the world in locomotive manufacture."

With regard to the consumption of coal by the

With regard to the consumption of coal by the various types of engines, Lord Cromer reports as follows: "It is, however, in respect to the relative consumption of coal that the recent trials are of special value. The most scrupulous care was taken to render the trial fair. On this point Mr. Trevitheick says: 'These comparisons have been carried out under exceptionally favorable circumstances, inasmuch as the locomotives emcircumstances, inasmuch as the locomotives em-ployed were typical of their respective countries in design and manufacture, and the results con-jointly signed by a representative sent out by the American builders, and a locomotive inspector of the Egyptian railway administration.' Trials were made with both goods and passen-

ger engines. It was found that, in the case of goods engines, the American consumed 25.4 per cent, more coal than the British engine, while the latter was drawing 14.2 per cent, more load. In the case of the passenger engines, the American was 50 per cent, more than the British con-sumption, with the same average load. This lat-ter difference represented at 34s. 2d. per ton (the average price paid last year by the railway board), an additional cost of 400 pounds sterling went to America."

With reference to this particular question of time, Mr. Trevithick forwarded a memorandum to Lord Cromer as follows: "The Baldwin works are at present turning out locomotives at the rate of 1,000 a year, or 28 per cent, more than the combined turn-out of the four leading English firms, viz., Neilson, 300; Dubs, 150; Sharp Stewart, 140, and Kitson, 120. Their secret of success in rapidly and inexpensively constructing locomotives is their continuous day and night work tives is their continuous day and night work of the superiority of the British type is fully established; but it is clear that the passenger engine is a bad example of American pracendures his memorandum enger engine is a bad example of American prac-tice." Lord Cromer concludes his memorandum as follows: "The general conclusion to be drawn from these trials is, I think, that in respect to price British manufactures can well hold their amount of work is obtained out of the plant and buildings (capital), when no scheming nor drawings are necessary, and when complete sets of templates and patterns exist.

"Moreover, under this system, they are able to make use of labor-saving machines and tools specially designed for the manufacturing of the varieties."

The British manufactures can well hold their own where special designs have to be executed; that in respect to quality they turn out work equal to, or superior to that of American or Belgian competitors; that in consumption of coal they have a decided superiority over American, and that the British weak point is the time required for executing orders."

THE MARKETS.

Wall Street Review.

New York, April 25.-There was a persisten endency today among the stocks of grain car ying railroads to move in a sec-saw fashion wit the price of grain. The heavy liquidation and violent break in prices in the grain market sen the price of the Grangers up with a rush, Unio Pacific leading with an extreme advance of 214 The movement spent its force when it was seen that good buying had developed in the grain market at the decline and that prices were rallying there from the alump caused by reports of last night's rains with the forecast of fair weather for thomorrow. The whole market felt the lack of the early aggressive leadership of Union Pacific and during the final hour there was a ragged recession which wiped out many carry gains and carried prices of important stocks amongst the Grangers, Coalers, New York public utilities and high priced industrials below last night. There was a late advance in the southern group marked by very large buying of Southern railway at an extreme advance of 13½; Louisville was lifted at the same time 2¾ and Chicago, Indianapolis and Louisville rose 1¾ over last night after creatic fluctuations. This movement seemed designed to check the decline elsewhere in the market and when it was seen to be without effect the southern stocks reacted. There was some bidding up of the Grangers again at the close, which was active and steady. There was large buying of the United States Steel steeks during the morning by brokers unsually employed by the syndicate. This buying seemed to be in connection with the issues of bonds circular. The stock reacted and became dull with the rest of the market. The circular disclosed that \$35,000,000 of the proceeds of the bond issue is designed to capitalize expenditures of about \$25,000,000 for proposed improvements will add from \$10,000,000 to \$15,000,000 to the yearly profits. The \$50,000,000 proceeds of the sale of bonds for cash are thus accounted for. The provision for the \$10,000,000 allowed the underwriting syndicate and its managers, J. P. Morgan & Co., at the rate of 4 per cent, of the \$250,000,000,000 bond issue is not made clear. The American ice stocks also moved very vigorously upwards in face of the passing debenture bonds ahead of the stocks. There was a great variety of movements among the specialties. Amalgamated Copper advanced on the conjecture that t The movement spent its force when it was see that good buying had developed in the grai the company's Cuban holdings by a senate com-mittee. Total sales today, 1,400,900 shares. The activity of the stock market diverted interest from the bond market but prices here were firmly held. Total sales, par value, \$5,305,000. United States bonds were all unchanged on the last call.

Am. Car Foundry		30%	30%	301/4
American Ice	1654	18	1614	1736
Am. Locomotive Am. Locomotive, Pr. Am. Smelt, & Ref. Co American Sugar	36%	-3614	35%	3576
Am. Locomotive, Pr .	99%	9944	9854	98%
Am. Smelt, & Ref. Co	o 4516	451/6	4518	4556
American Sugar	1267%	127%	125%	125%
Anaconda Copper	115	110	115	116
Atchison	82	823%	81%	8214
Atchison, Pr	99	9934	08%	08%
Balt. & Ohio	109%	100%	100	100
Anaconda Copper Atchison Atchison, Pr Balt. & Ohio Brook. R. T Canadian Pacific		71%	70	7014
Canadian Pacific Ches. & Ohio	101/	120% 48%	128	4854
Chianga is Alten	9704	9578	37%	3798
Chie & C W	90	37% 20%	2594	26
Chicago & Alton Chic. & G. W Chic., Mil. & St. P. Col. Fuel & Iron	17014	17036	10094	170
Col. Fuel & Iron	100	100%	108	10314
Col. & Southern	3174	317á	2134	211 34
Col. & Southern Col. & South., Pr De!, & Hud	4516	4516	4514	4514
Del. & Hud	.17E5%	177	17594	176%
Erie, 1st Pr Erie, 2d Pr	401/4	4016	3976 7016	4014
Erie, 1st Pr	70%	70%	70%	7015 5512
Erie, 2d Pr	56%	50%	5514	551/2
Hocking Valley	81	8476	84	8474
Illinois Central	14814	148%	14814	14914
Hocking Valley Illinois Central Louis & Nash	127%	12914	12746	12854
Mannattan	13044	186%	13514	13558
Met. St. Ry Mexican Central	153	158	15214	15234
Mexican Central	=57k	2016	2858	2012
Mo. Kan, & Tex		20 58	25%	25%
Missouri Pacific	1011	102	10114	10134
Mexican Central Mo. Kan, & Tex Mo. Kan, & Tex, Pr. Missouri Pacific N. Y. Central	1001	16156	159%	1594
Norfolk & Western	5016	5096	50	59
		3596	35	3514
Pacific Mail		43	43	43
Pacific Mail Penna. R. R People's Gas Pressed Steel Car	152	159	15134	15154
People's Gas	10474	10514	1041	10115
Pressed Steel Car	4214	44%	4214	431/2
Reading	67	6776	6694	6754
Reading, 1st Pr	87	87	87	87
Reading, 2d Pr	70%	7314	7214	7254
Republic Steel	1914	1914	1937	1014
St. Louis & San Fran. Southern Pacific	70ta	70%	6914	70
Southern Pacific	0738	6814	6754	68
Southern R. R	01	96%	1600	38
Town Coal to Iron	7030		9536 73	9814 73
Southern R. R. Southern R. R., Pr Tenn, Coal & Iron Texas & Pacific	4914	7414	4314	4394
Union Pacific	105	10634	104%	105%
Union Pacific Pr	88	88%	88	SS
U. S. Leather	1.114	1814	1334	1814
U. S. Leather, Pr	84%	8415	8834	8374
U. S. Steel	4316	4875	4.15%	4315
Texas & Pacific Union Pacific, Pr U. S. Leather U. S. Leather, Pr U. S. Steel U. S. Steel U. S. Steel	0414	4874 9454	0414	9444
Waliash	26%	27	2004	26%
Wabash, Pr Western Union	. 45%	4614	4594	46
Western Union	. 054	0274	9214	0514
Wisconsin Central Total sales, 1,309,300	· 46%	27	2615	20%
Total sales, 1,399,300	shares,			
CHICAGO GRAIN AN	D PRO	VISION	MAR	KET.
	Open. 1	High.		Close.
May	7414 7514	7316	73%	7414
July	7514	75%	7554	75%
CORN-				100
May Desperance	6914	6215	6114	6914

NEW YORK COTTON MARKET. May 0.88 0.53 0.37 0.54 July 0.33 9.46 9.31 0.48 August 9.03 9.21 9.08 0.21

Scranton Board of Trade Exchange Quotations—All Quotations Based

on Par of 100.	00000	
STOCKS.	Bid.	1
Lackawanna Dairy Co., Pr	60	
County Savings Bank & Trust Co	300	
First National Bank (Carbondale)		
Third National Bank	650	
Dime Deposit and Discount Bank	300	
Economy Light, H. & P. Co		
First National Bank	1300	
Lacka. Trust & Safe Deposit Co	195	
Clark & Spoyer Co., Pr	195	
Scranton Savings Bank	500	
Traders' National Bank	225	
Scranton Holt & Nut Co	195	
People's Bank	135	
	-	

114	BONDS.		
nt	Scranton Packing Co Scranton Passenger Railway, first		25
r- h	Mortgage, due 1920	115	•••
a	People's Street Railway, first mort- gage, due 1918	115	***
ıt	mortgage, due 1921	115	***
	Economy Light, Heat & Power Co North Jersey & Pocono Ice Co Consolidated Water Supply Co.	115	07
	Consolidated Water Supply Co	***	105
n			

Scranton Wholesale Market.

Corrected by H. G. Dale, 27 Lackawanna Ave.)
Flour-\$4.40.
Butter—Fresh creamery, 30c.; fresh dairy, 29c.
Cheese—13a1314c.
Eggs—Nearby, 18c.; western, 1714c.
Pens—Per bushel, \$1.75.
Marrow Beans—Per bushel, \$2.35a2.40.
Green Pens—Per bushel, \$1.75.
Potatoes—Per bushel, \$1.80.
Onlons—Per bushel, \$1.30.

New York Grain and Produce Market

New York, April 25.—Flour—Easy but not quotably lower. Wheat—Spot weak; No. 2 red, 87%c. elevator; No. 2 red, 87%c. elevator; No. 2 red, 87%c. f. o. b. afloat; options lost over a cent and weakness prevailed all day; closed weak at 1¼a1½c. net decline; May closed 80%c.; Julq, 80%c.; September, 80½c.; December, 81½c. Corn—Spot weak; No. 2, 70½c. elevator and 70½c. f. o. b. afloat; options, a general unloading by outsiders in the first hour broke prices 1½c. Later prices partly recovered but eased off again and closed weak at 1a1½c. net decline; May closed 68½c.; July closed 68½c.; September, 87½c. Oats—Spot easier; No. 2, 48c.; No. 3, 47c.; No. 2 white, 52½a33c.; No. 3 white, 52½ac.; track mixed western, 48a40c.; track white, 51a56c.; options sustained an early break on the good rains and then rallied. Butter unsettled; creamery, 21a24c.; do. factory, 10a21c.; renovated, 19a22c.; imitation creamery, 20a22c.; state dairy, 20a23c. Cheese—Firm; state full cream, large fall make, fancy colored and white, 13a134c.; full cream, large fall make, fancy colored and white, 12a124c. Eggs—Steady: state and Pennsylvania, 17a174c.; western, 16¾a17½c.; southern, 15¾a New York Grain and Produce Market

Chicago Grain Market.

Chicago, April 25.—Rains in the four big wheat nd corn states played havon with the price of Chicago, April 25.—Rains in the four big wheat and corn states played havoe with the price of grains on the board of trade today and caused a commotion for a time that resembled a stampede. For the first hour it was nothing but sell, sell, sell. Prices fluctuated so widely and wildly that for a time a manic was feared. When traders recovered their heads the pits quieted down somewhat and there was a good reaction. Bears, however, had too much the best of the argument to allow prices to recover and May wheat closed 1½a 1½c, lower; May corn le. down and May oats le, off. Provisions, though showing independent strength for a time, could not withstand the pounding in grains and they closed 5a7½c, to 17c, lower. Cash quotations were as follows; Flour-Steady; No. 3 spring wheat, 74½a734c; No. 2 red, 82½a831½c; No. 2 yellow corn, 631½c; No. 2 red, 82½a831½c; No. 2 yellow corn, 631½c; No. 2 shite, 45a451½c; No. 3 white, 44¼a45½c; No. 2 yellow corn, 631½c; No. 3 white, 44¼a45½c; No. 2 yellow corn, 631½c; No. 1 northwestern, 81.79; prime timothy seed, 80.0a7; mess pork, \$16.65a16.70; lard, \$9.82½a0.85; short ribs, \$9.15a0.25; dry salted shoulders, 7¼a77½c.; short clear sides, \$9.70a9.00; whiskey, \$1.50.

Chicago Live Stock Market. Chicago Live Stock Market.

Chicago, April 25.—Cattle—Reccipts, 1,500; steady; good to prine steers, \$8.804.7.50; poor to medium, \$4.75a8.50; stockers and feeders, \$2.75a 5.50; cows, \$1.50a6; heifers, \$2.50a.25; canners, \$1.50a.250; bulls, \$2.50a.56; calves, \$2.50a.50; Texas fed steers, \$5.40a.50; calves, \$2.50a.50; Texas fed steers, \$5.40a.50; hopen-Reccipts to-day, 13.000; tomorrow, 10,000; left over, 4,000; openind strong to 5c, higher; closed 10c, lower; mixed and butchers, \$3.50a.7.25; good to choice heavy, \$7.20a.7.50; rough heavy, 08.00a.7.10; light, \$6.75a7; bulk of sales, \$6.00a.7.15. Sheep—Reccipts, 4,000; sheep and lambs, steady; good to choice wethers, \$8.40a; western sheep, \$4.75a6; native lambs clipped, \$4.75a6.05; western lambs, clipped, \$5.25a6.60.

Buffalo Live Stock Market. Burfalo Live Stock Market.

East Burfalo, April 25.—Cattle—Receipta, 50 head; steady; veals, receipts, 10,000; topa, \$6.50a 6.75; fair to good, \$5.50a6.25. Hogs—Receipts, 6,300 head; slow and 5a10c. higher: heavy, \$7.40t. 7.50; mixed, \$7.30a7.40; pigs, \$6.60a6.70; roughs, \$6.70a6.00; stags, \$4.75a5.50. Sheep and Lambs—Receipts, 13,000 head; active and 10c. higher on lambs; sheep strong; top lambs, \$7.50a7.60; fair to good, \$7a7.25; culls and common, \$5.75a6.75; culls and common, \$5.75a6.75; culls and common, \$8.50a5.75; top lambs, \$0.75a6.00; fair to good, \$1.25a6.50; culls and commons, \$4.50a5.75; fair to good, \$4.75a5.25; culls and common, \$3.50a6.75; top clipped sheep, \$5.50a5.75; fair to good, \$4.75a5.25; culls and common, \$3.4.

Oil Market.

Oil City, Pa., April 25.—Credit balances, 120 certificates, no bid; shipments, 119,596 barrels average, 111,078 barrels; runs, 91,405 barrels; average, 79,949 barrels.

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 Tobyhanna—At 6.10 p. m. For Bufalo—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 n. 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. n.; 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, 6.06 and 10.05 a. m.; 3.40, 3.35 p. m. For Ituffalo—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.

Delaware and Hudson. In Effect November 24, 1901.

Trains for Carbondale leave Scranton at 6.29, 100, 8.52, 10.13 a. m.; 12.00, 1.29, 2.34, 5.52, 2.29, 6.25, 7.57, 9.15, 11.20 p. m.; 1.31 a. m.

For Honesiale—6.20, 10.15a, m.; 2.34 and 5.29

5.29, 6.29, 7.07, 9.49, 10.15a, m.; 2.34 and 5.29 For Honesdale—6.29, 10.15a, m.; 2.34 and 5.29 p. m. Wilkes Barre—6.38, 7.48, 8.41, 9.38, 10.43 a. m.; 12.03, 1.42, 2.15, 3.28, 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, 10.41, 11.30 p. m. For L. V. R. H. Fornes.
4.27 and 11:30 p. m.
For Pennsylvania R. R. Points—6.38, 9.38 a.
m.; 1.42, 3.33 and 4.37 p. m.
For Albany and all points north—6.20 a. m.
and 3.52 p. m.

and 3.52 p. m.

For Carbondale—8.50, 11.38 a. m.; 2.34, 3.52, 5.52 and 11.17 p. m.

For Wilker-Barre—9.53 a. m.; 12.03, 1.68, 3.28, 6.53 and 0.17 p. m.

For Albany and points north—3.52 p. m.

For Honesdale—8.50 a. m. and 3.63 p. m.

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J. E. HENDRICKSON, 3cth and & Market Streets Phila., J. E. Hendrickson & Co., Mngr. Phila. Market House & Cold Storage Plant, 3cth and Market Streets. A. L. WANAMAKER, Attorney at Law, Land Title Building, Philadelphia.

CHAS. U. BACHMAN, 311-12 Arcade Building, Philla., formerly General Agent and Aljuster for the Lloyds. JOHN I. SCOTT, 4402 Pine Street, Philadelphia. GARDNER W. KIMBALL, Wilmington, Del., Sec'y & Freas, Delaware Trust Co., Wilmington.

The Company underwrites securities for corporations, individuals and municipalities; acts as agent in financing realty operations, &c. (For profits of this part of the business, see prospectus.) The Company part of the business, see prospectus.) The Company will not engage in banking business, having assurance of larger profits and less risk in the other branches of the business. Office buildings and apartment houses pay investors the largest interest that can be earned in ABSOLUTELY SAFE real estate investments. The Finance, Security & Trust Company has purchased, as an asset, nearly all of the stock of the Apartment House Development Company, which owns the Tracy Apartment House, at 36th & Chestnut, Streets, Philadelphia. This is a very valuable property, conservatively valued at \$250,000.00. The house was not completely finished until December, 1901, and yet in that month every apartment in the building was rented, and the net earnings for the month, as per statement of sworn accountants. John Heins & Co., Drexel Building, Philadelphia, were, after deducting expenses of every kind, \$1.749.29. This investment paid for the first quarter, ending April 1st, a 2 per cent, dividend, and the earnings during that time were in excess of the dividend \$1,267.66. This investment, together with the other profits, should enable the Company to earn for its stockholders a dividend of about 10 per cent, the first year.

SAFEGUARDS

Positively only a limited number of shares will be sold at \$6,00, when the price will be raised to par. There has not been, nor will there be, any stock given away to anyone. The Company reserves the right to raise the price of the stock to par and reject any subscription without notice. Frospective investors are invited to examine the prospectus of the Company, which will be sent on request, and to investigate its standing.

The securities are amply protected by the capital already invested in the Tracy Apartment House, fully described in prospectus. Stock can be paid in full on subscribing or by monthly or quarterly payments covering a period of ten months. Checks, drafts or money orders should be made payable to the

FINANCE, SECURITY AND TRUST CO.

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RAILROAD TIME TABLES. Pennsylvania Railroad.

Pennsylvania Railroad.

Schedule in Effect June 2, 1901.

Trains leave Scranton: 0.58 a. m., week days, through vestibule train from Wilkes-Barre. Pullman buffet parlor car and coaches to Philadelphia, via Pottsville; stops at principal internediate 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 (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, Harrisbarg, Philadelphia and Pittsburg.

J. B. HUTCHINSON, Gen. Mgr.

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

Lehigh Valley Railroad.

In Effect, Nov. 2, 1991.
Trains leave Scranton.
For Philadelphia and New York via D. & H.
R. R., at 6.38 and 9.38 z. m., and 2.18, 4.27
(Black Diamond Express), and 11.39 p. m. Sundays, D. & H. R. R., 1.58, 9.27 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. and 4.27 p. m. For Pottsville, 6.35 a. m., 2.18 p. m.
For Bethlehem, Easton, Reading, Harrisburg, and principal intermediate stations, via D. & H.
R. R. d.38, 6.38 a. m., 2.18, 4.27 (Black Diamond Express), 11.30 p. m. Sundays, D. & H.
R. R. 358 a. m., 1.58, 8.27 p. m.
For Tunkhannock, Towands, Eimira, Ithaca, Geneva and principal intermediate stations, via D., L. and W. R. H., S.10 a. m. and 3.30 p. m.
For Geneva, Rochester, Buffalo, Niagara Falls, Chicago and all points west, via D. & H. R. R., 7.48, 12.63 a. m. i. 142, 2.28 (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 eleeping 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 atreet, New York, CHARLES S. LEE, Gen. Pass. Agt., 28 Cortland We offer, to yield About 5 per cent.,

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RAILROAD TIME TABLES. New Jersey Central.

New Jersey Central.

In Effect Nov. 17, 1901.

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

Trains leave Scranton for New York, Philadelphia, Easten, Bethiehem, Allentown, Mauch Chunk, White Haven, Ashiey 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 7,33 a. m., through solid vestibute train with Pulman Buffet Parlor Cars, for Philadelphia, with enigone change of cars for Baltimore, Washington, D. C., and all principal points south and west.

For Avoca, Pittsion and Wilkes-Barre, 1 p. m. and 1 p. m. Sanday, 2.10 p. m.

For Leng Branch, Ocean Grove, etc., 7,30 a. m. and 1 p. m. m. and 1 p. m.

For Reading, Lebanon and Harrisburg, via Alentown, at 7,30 s. m. and 1 p. m. Sunday, 2,10 . m.
For Pattsville at 7.30 a. m. and 1 p. m.
For rates and ..ckets apply to agent at station,
W. G. BESLER, General Manager.

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

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