INDUSTRIAL AND LABOR

MEXICO IS VERY RICH IN MINERALS.

For years It Was Supposed That Gold Was the Only Natural Wealth It Possessed But That Idea Has Been Shown to Be False—Great Value of Its Coal Measures—Make Up of the D., L. & W. Board for Today—Pennsylvania's Dividend. Notes of Many Kinds.

Since the conquest of the country by the Spaniards, Mexico has been known almost exclusively as a producer of silver, and it is only during the last decade that the signal decline in the price of the white metal has caused the prosecution of gold mining on o large scale. The precious metals, however, constitute but a small part of Mexico's mineral resource, and the recent opening of a large plant of Monterey is an indication that vigorous efforts will now be made to profit by the vast deposits of coal and iron. Many interesting facts relating to the subject will be found collected in the last number of Engineering.

As lately as a quarter of a century ago the belief was current among geologists that there were no coal measures of great importance in Mexico. In 1881, however, the existence of anthracite was reported from several widely scattered districts, and the specimens forwarded to the capital caused the appointment of commissions to make a systematic survey of all the promising localities in the republic. At Barranca in Sonora anthracite beds containing up to 90 per cent of fixed carbon were discovered, and found to be extensive enough to revolutionize the whole of the northwestern section of the commonwealth. The same mineral was encountered at other places in the same state, as well as numerous points in the states of Michoacan, Vera Cruz, Guerrero, Puebla and others. It seems that the late Mr. C. P. Huntington bought some mines in Coahuila, which are now yielding 300,000 tons or more annually.

Quite recently at Peldras Negras, in the last mentioned state, a deposit of coal having continuous, powerful and compact seams was met with, and, after twelve trial shafts had been sunk, a French engineer computed that 9,000,000 tons of high grade coal were in sight. It has been calculated by the engineer Ramirez that in the one state of Coahuila there is a carboniferous region covering nearly five thousand square miles. The coal measures of Sonora are estimated at seven thousand square miles. At San Marcial a six-foot seam was found at a depth of no more than seventeen feet, and this seam, containing coal "great in quantity and excellent in quality," has been folowed for a distance of ten miles. Three other veins have been traced one of them as much as twenty feet thick and containing fuel said by test to equal the finest Leigh Valley product. Without enumerating other localities in which coal has been met with, we may say with confidence that enough is known to justify an early and careful examination of Mexico's coal deposits by American experts.

Fortunately for the future development of Mexican industries, iron and coal are found in close juxtaposition. Near Limontia in Puebla, for instance, are Tepevco and Moreno, where specular and hematite iron of excellent quality is encountered in unmeasured quantities. In Durango is the Cerro del Mercado, or Hill of Iron—a solid mass of mineral 640 feet high, averaging about 70 per cent of metal, and capable of yielding over 300,000,000 tons of solid iron. It is asserted on good authority that, if Durango were brought in direct communication with the United States, a company working this mountain of iron could export its products at prices that might almost defy competition. Iron deposits only less rich than those of Durango are found at Nochitslan and Zimatian in Aaxaca, the first named being in proximity to coal at Tlaxiaco.

Increase of Earnings.

The Pennsylvania Railroad company's comparison of earnings and expenses for the month of March, 1902, and for three months ending March 31, 1902, with same periods of 1901, is as follows:

Pennsylvania railroad lines directly operated month of March, 1902: Gross earnings, increase, $447,200; expenses, increase, $415,200; net earnings, increase, $32,000. For three months, ending March 31: Gross earnings, increase, $1,397,800; expenses, increase, $1,308,100; net earnings, increase, $89,700.

Philadelphia, Wilmington and Baltimore, month of March: Gross earnings, decrease, $19,700; expenses, decrease, $38,000; net earnings, increase, $18,300. For three months, ending March 31: Gross earnings, increase, $22,600; expenses, decrease, $27,200; net earnings, increase, $49,800.

Northern Central railway, for month of March: Gross earnings, increase, $26,100; expenses, increase, $21,200; net earnings, increase, $4,900. For the three months, ending March 31: Gross earnings, increase, $100,200; expenses, increase, $10,800; net earnings, increase, $89,400.

West Jersey and Seashore, month of March: Gross earnings, increase, $42,000; expenses, increase, $11,900; net earnings, increase, $30,100. For the three months, ending March 31: Gross earnings, increase, $41,900; expenses, increase, $47,900; net earnings, decrease, $6,000.

Lines west of Pittsburg and Erie, directly operated month of March: Gross earnings, increase, $390,700: expenses, increase, $394,100; net earnings, decrease, $3,400. For the three months, ending March 31: Gross earnings, increase, $1,285,800; expenses, increase, $1,029,700; net earnings, increase, $256,100.

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

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

THURSDAY, MAY 1.

Extras East—8 p. m., Hoboken, Lattimer with Abrams' crew; 10 p. m., H. Doherty; 11 p. m., D. Wallace.

Pushers—8 p. m., A. F. Frantz.

FRIDAY, MAY 2.

Extras East—1.30 a. m., Hoboken, J. Gerrity; 4 a. m., J. J. Murray with M. Laughney's crew; 9 a. m., Hoboken, J. W. Devine; 10 a. m., William Hoar with McAllister's crew; 11 a. m., Hoboken, H. J. Larkin; 1 p. m., C. W. Dunn; 2 p. m., Hoboken, M. J. Hennigan; 2.30 p. m., M. P. McLane; 3.30 p. m., Hoboken, J. F. Burkhart; 5 p. m., H. Bisbing; 6 p. m., Hoboken, Ruegg.

Summits, Etc.—8 a. m., Frounfelker; 9 a. m., Nichols; 11 a. m., J. Hennigan; 2 p. m., J. Carrigg.

Pushers—6 a. m., H. Coslar; 7 a. m., S. Finnerty; 8 a. m., Houser; 9 a. m., Bamback; 10 a. m., J. Mealey; 11.45 a. m., Moran; 1 p. m., L. Hallett; 2.30 p. m., E. Neal; 5 p. m., C. Bartholomew; 7.30 p. m., Murphy; 9 p. m., W. H. Bartholomew; 11 p. m., Lamping.

Helpers—1.30 a. m., McGovern; 7. a. m., Gaffney; 10 a. m., Secor; 3.30 p. m., Stanton.

Extars West—8 a. m., O. Randolph; 11 a. m., M. Carmody; 2 p. m., T. Doudican; 4 p. m., C. Kingsley; 11 p. m., R. Castner.

NOTICE.

W. B. Mann and crew will run 11.30 p. m. extra, May 1.

McCatherne and crew will run 8 a. m. extra, May 2.

Donohue and crew will run No. 62, May 1.

Thomas O'Malley reports for H. J. Larkin.

William Gyles reports for Joseph Gahagan.

Semi-Annual Dividend.

At a special meeting of the board of directors of the Pennsylvania Railroad company today, a semi-annual dividend of 3 per cent. was declared, payable on and after May 31, to the stockholders of record May 5. This is the first dividend of 3 per cent. flat declared since November, 1892, and is payable on the capital stock of $204,374,850.

Last November, the directors declared a dividend of 2½ per cent. and an extra dividend of 1 per cent. upon a capital stock of $202,003,200.

In May and in November 1892 a 3 per cent. dividend was declared, but after that year was reduced one-half per cent., excepting in November, 1900, and November, 1901, when extra dividends of 1 per cent. were declared.

This and That.

F. B. Smith, superintendent of dining car service, Lackawanna railroad, was in the city yesterday.

The high speed air-brake system will, in all probability, be introduced on the Lackawanna railroad in a few weeks.

Special Officer P. F. Spellman, of the Delaware and Hudson passenger station, resumed his duties yesterday, after a few days' illness.

The Lackawanna railroad trainmen appeared in their new spring uniforms yesterday. They were made by Joseph F. Webber, of New York.

P. J. Langan, superintendent of the air-brake system on the Lackawanna railroad, has been in Pittsburg this week, attending a convention of air-brake officials.

The American Locomotive company has orders for fifteen eight-wheel passenger engines and ten ten-wheel freight engines to be built at the Cliff works in this city.

The Vulcan Crucible Steel company, of Pittsburg, that recently built a crucible steel plant at Aliquippa, Pa., is drawing plans for a rolling mill and open-hearth furnace to be added to the works. The concern now manufactures crucible tool steel.

General Freight and Passenger Agent J. C. Anderson, General Manager J. E. Childs and General Superintendent E. Canfield, of the New York, Ontario and Western railroad, who are making their annual tour of inspection, spent Wednesday night in the city, and left yesterday morning.

Jones & Laughlins, Limited, of Pittsburg, will soon have the Talbot open-hearth furnace at the South Side mills ready. It is expected that this furnace will start early in May and will turn out about 300 tons of steel per day. Should the steel prove satisfactory Jones & Laughlins will probably install a second Talbot furnace.

At a recent meeting the Liege Geological society discussed the question of recent discoveries of coal in the district known as La Campine, situated in the province of Antwerp. The existence of coal beds in Northern Flanders has for some time past been a matter of practical certainty; and expert opinion now inclines to the belief that there is an extensive coal-field in this part of Belgium which connects those of Yorkshire with the Westphalian deposits.

BASE BALL.

By Exclusive Wire from The Associated Press.

American League.

At Washington—

		R.	H.	E.
Philadelphia	0 0 0 0 2 4 0 0 0—6	6	7	2
Washington	1 0 0 2 0 0 0 0 0—3	3	9	4

Duggleby and Powers; Orth and Drill. Umpire—O'Loughlin.

At Baltimore—

		R.	H.	E.
Boston	1 1 2 0 1 0 0 0 1—6	6	12	0
Baltimore	2 0 0 1 0 0 0 0 1—4	4	12	3

Batteries—Dineen and Criger; Howell and Robinson. Umpire—Sheridan.

At Detroit—

		R.	H.	E.
Cleveland	0 0 0 0 0 1 0 0 0—1	1	9	0
Detroit	1 0 0 0 0 0 2 1 x—4	4	7	2

Batteries—Moore and Bemis; Miller and McGuire. Umpires—Connelly and Johnston.

At St. Louis—

		R.	H.	E.
Chicago	0 0 1 0 0 0 0 1 0—2	2	10	1
St. Louis	3 0 0 0 0 0 0 0 x—3	3	9	1

Batteries—Patterson, Piatt and Sullivan; Sudhoff and Sugden. Umpire—Caruthers.

National League.

At New York—

		R.	H.	E.
Philadelphia	0 0 0 0 0 0 0 0 0—0	0	2	2
New York	1 0 1 1 0 0 0 0 x—3	3	8	2

Batteries—Voorhees and Douglass; Matthewson and Bowerman. Umpire—O'Day.

At Boston—

		R.	H.	E.
Brooklyn	0 0 0 0 0 0 0 0 0—0	0	5	2
Boston	0 1 0 0 0 4 0 0 x—5	5	11	0

Batteries—Kitson and Ahern; Willis and Kittridge. Umpire Brown.

At Chicago—(12 innings, game called, darkness)—

		R.	H.	E.
Cincinnati	0 0 0 0 0 0 0 0 0 0 0 0—0	0	5	0
Chicago	0 0 0 0 0 0 0 0 0 0 0 0—0	0	8	1

Batteries—Hahn and Bergen; Taylor and Chance. Umpire—Cantillion.

At Pittsburg—

		R.	H.	E.
St. Louis	0 0 0 2 3 0 1 0 0—6	6	9	6
Pittsburg	0 9 3 1 0 3 0 2 x—18	18	19	5

Batteries—Pope, Murphy and Ryan; Tannehill and Smith. Umpire—Emslie.

Eastern League.

Rochester, 3; Montreal, 2.
Toronto, 4; Buffalo, 0.
Jersey City, 9; Providence, 3.
Worcester, 7; Newark, 5.

Other Games.

At Cambridge—Harvard, 3; Amherst, 0.

Plenty of Money at Washington.

By Exclusive Wire from The Associated Press.

Washington, May 1.—The monthly comparative statement of the government receipts and expenditures shows that during the month of April, 1902, the total receipts were $45,215,390, a decrease as compared with April, 1901, of $2,552,000. The expenditures for the month aggregated $40,799,263, which leaves a surplus for the month of $4,316,000. For the last ten months the total receipts were $464,218,259, and the expenditures $398,624,990, leaving a surplus for that period of $65,593,270.

Chicago Live Stock Market.

Chicago, May 1.—Cattle—Receipts, 6,000, including 200 Texans; slow, steady; good to prime steers, $6.75a7.30; poor to medium, $4.50a6.40; stockers and feeders, $2.50a5; cows, $1.40a5.75; heifers, $2.25a6; canners, $1.40a2.40; bulls, $2.25a5.40; calves, $2a5; Texas fed steers, $5.25a6.25.

Hogs—Receipts today, 30,000; tomorrow, 25,000; left over, 6,500; 10c. lower; mixed and butchers, $6.70a7.15; good to choice heavy, $7a7.25; rough heavy, $6.75a7; light, $6.50a6.90; bulk of sales, $6.80a7.

Sheep—Receipts, 900; sheep, steady; lambs, lower; good to choice wethers, $5.50a6.10; fair to choice mixed, $4.75a5.50; western sheep, $5.25a6.10; native lambs, $4.75a6.10; western lambs, $5.25a6.50; wooled Colorados, $7.15.

THE MARKETS

Wall Street Review.

New York, May 1.—The volume of dealings fell off again in today's stock market, and the movement of prices indicated much uncertainty and confusion of sentiment. The flurry in call money to 15 per cent. would go far to explain the action of the market, but there were some supplementary causes which were confusing and no doubt had something to do with the rise in the money rate. The preparation for the May disbursements, which are unusually heavy this year was of course, the primary cause of the constriction of the money supply. But such a demonstration of instability as that of International Power and a number of other industrials, whose affairs are more or less shrouded in mystery, yesterday and today, had the inevitable effect of inducing closer scrutiny of the character of collateral offered for loans. The May disbursements for dividends and interest are estimated at over $58,000,000, including the heavy payments for United States Steel dividends. The sub-treasury operations this week have taken from the banks over $2,500,000, largely due to deposits to retire bank circulation. There has been some demand from the interior, as shown by the drop in New York exchange at Chicago to a discount. The International Power episode caused a decidedly feverish feeling among the obscure class of industrials. Higher grade stocks of this class were less affected, although U. S. Steel securities showed some depression, partly due to some public discussion of a rather biting character of the financing of the corporation. Sugar, Amalgamated Copper and People's Gas were firm to strong. The grain carrying railroads started to advance on the overnight reports of showers in Kansas and the Northwest, but the advance was checked by the failure of the grain market to reflect any benefit to the crops. There was large and concentrated buying of St. Paul, which seemed to be due to the advance in the dividend rate on Northern Pacific from a 4 per cent. to a 6 per cent. basis. Another notable center of strength was in the Southern trunk lines, which had no other explanation than the reports of very large north and south traffic. The movement affected Louisville and Nashville, Illinois Central, Chicago, Indianapolis and Louisville and to a less extent Southern Railway. The fixing of the May semi-annual dividend rate on Pennsylvania at 3 per cent. induced large buying of that stock and helped the other trunk lines. For two years past the May dividend on Pennsylvania has been 2½ per cent., while in November there was a declaration of 2½ per cent. regular and 1 per cent. extra. The rate of disbursement is unchanged therefore, by today's rate, but the fact that it is called regular is accepted as a declaration of confidence in the future on the part of the directors. The undecided question of the anthracite miners' terms was a weight on that portion of the market. The closing was irregular. Total sales today, 825,500 shares.

The bond market was irregular in sympathy with stocks. Total sales, par value, $2,430,000. United States new 4s declined ¼ per cent. on the last call.

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

	Open.	High.	Low.	Close.
Am. Car & Foundry	31	31¼	31	31⅛
Amal. Copper	65¾	66½	65¾	66
American Ice	19½	19½	18⅞	18⅞
American Ice, Pr.	62¼	63	62	62½
Amer. Locomotive	34	34¼	32¾	33
Am. Locomotive, Pr.	95	95½	94⅝	94⅝
Am. Smelt. & Re'g Co.	43⅝	44½	43⅝	44½
American Sugar	127	127¼	126	127⅜
Atchison	80¼	81	80	80½
Atchison, Pr.	99	99	98¾	99
Balt. & Ohio	100	100¼	107⅞	103½
Brook. Rap. Transit	69¼	70	69	69¼
Canadian Pacific	126½	127¼	126	126
Ches. & Ohio	47⅜	48	47¼	47⅝
Chic. & Alton	37¼	37⅜	37¼	37⅜
Chic. & Gt. West.	28¼	28½	27¾	28
Chic., Mil. & St. P.	175	175	173⅝	174½
Chic., R. I. & Pac.	179	179¾	179	179
Col. Fuel & Iron	108¼	108¼	105½	103
Col. & Southern	31¼	31½	31	31
Col. & South., 2d Pr.	44¾	45⅛	44⅝	44⅝
Del. & Hudson	179¼	179½	178	179
Erie R. R.	39¼	39¼	39	39¼
Erie, 1st. Pr.	70¼	70¼	69¾	69⅝
Hocking Valley	84	84	84	84
Illinois Central	153¼	155⅝	154	153⅝
International Power	135	135	101	103
Louis. & Nash.	128	133¾	128	132½
Manhattan	135¼	135⅞	135	135
Met. Street Ry.	152	152½	152	152
Mexican Central	28⅝	28½	28⅝	28½
Misso., Kan. & Texas	26½	26⅝	26	26
Mo., Kan. & Tex., Pr.	58	58⅜	57¼	57¼
Missouri Pacific	101	101⅝	100⅞	100⅞
N. Y. Central	160¼	161⅝	160½	161¼
Norfolk & West.	58	58⅜	58	58⅜
North American	129	129¾	129	129¼
Ontario & Western	34½	34⅝	34½	34½
Penna. R. R.	152	154⅜	152	153⅞
People's Gas	104⅜	105⅝	104⅜	105¼
Pressed Steel Car	45¼	45⅝	45¼	45¼
Reading R. R.	67¼	68¼	67⅛	67⅜
Reading, 1st. Pr.	86½	86⅝	86	86
Reading 2d. Pr.	72⅛	72⅝	72	72⅛
Republic Steel	19⅛	19¼	19	19
Republic Steel, Pr.	75	75¼	74½	74½
St. Louis & San Fran.	68	68¼	67¼	68¼
Southern Pacific	67	67⅜	66⅝	66⅞
Southern R. R.	36¾	37⅜	36¼	37⅜
South. R. R., Pr.	96¼	96½	96	96
Tenn. Coal & Iron	70⅞	71¼	70	70
Texas & Pacific	42⅜	43	42½	42½
Union Pacific	104½	105¼	104¼	104½
Union Pacific, Pr.	88	88¼	87⅞	88¼
U. S. Leather	14	14	13½	13½
U. S. Leather, Pr.	84⅞	85⅜	84⅜	85⅛
U. S. Steel	42	42	41½	41⅞
U. S. Steel, Pr.	92⅜	92⅜	91⅞	92⅛
Wabash	27¼	27⅜	27	27
Wabash, Pr.	45⅜	46¼	45⅜	45⅜
Western Union Tel.	92	92	91⅞	91⅞
Wheeling & Lake Erie	22½	23¼	22⅜	23¼
Wheeling & L. E., 1st Pr	63¾	64⅞	63¾	64⅛
Wisconsin Central	27	27	26½	26⅝

CHICAGO GRAIN AND PROVISION MARKET.

	Open.	High.	Low.	Close.
WHEAT—				
May	74¼	75⅜	74⅛	75½
July	75½	77¼	75½	76⅞
CORN—				
May	61⅝	62¼	61⅝	62
July	63¼	63⅝	63¼	63½
OATS—				
July	34⅝	35½	34¾	35⅜
September	29⅝	30⅜	29¾	30⅜
PORK—				
May	16.45	16.75	16.40	16.75
July	16.60	16.97	16.60	16.97
LARD—				
May	9.85	10.02	9.85	10.02
July	9.95	10.07	9.95	9.07
RIBS.				
May	9.35	9.47	9.35	9.47
July	9.40	9.50	9.37	9.50

NEW YORK COTTON MARKET.

	Open.	High.	Low.	Clos.
July	9.50	9.50	9.36	9.36
August	9.30	9.30	9.19	9.19

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

STOCKS.	Bid.	Asked.
Lackawanna Dairy Co., Pr.	60	...
County Savings Bank & Trust Co.	300	...
First National Bank (Carbondale)	...	500
Third National Bank	550	...
Dime Deposit and Discount Bank	300	...
Economy Light, H. & P. Co.	...	46
First National Bank	1300	...
Lacka. Trust & Safe Deposit Co.	195	...
Clark & Snover Co., Pr.	125	...
Scranton Savings Bank	500	...
Traders' National Bank	225	...
Scranton Bolt & Nut Co	125	...
People's Bank	135	...
BONDS.		
Scranton Packing Co	...	35
Scranton Passenger Railway, first Mortgage, due 1920	115	...
People's Street Railway, first mortgage, due 1918	115	...
People's Street Railway, General mortgage, due 1921	115	...
Scranton Traction 6 per cent.	115	...
Economy Light, Heat & Power Co.	...	97
North Jersey & Pocono Ice Co.	...	97
Consolidated Water Supply Co.	...	105

Scranton Wholesale Market.

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

Flour—$4.40.
Butter—Fresh creamery, 24c.; fresh dairy, 23c.
Cheese—13a13½c.
Eggs—Nearby, 18c.; western, 17½c.
Peas—Per bushel, $1.75.
Marrow Beans—Per bushel, $2.35a2.40.
Green Peas—Per bushels, $1.75.
Potatoes—Per bushel, $1.00.
Onions—Per bushel, $1.30.

Philadelphia Grain and Produce.

Philadelphia, May 1.—Wheat—Firm, 1c. higher; contract grade, April, 86½a87c. Corn—½c. higher; No. 2 mixed, April, 65½a66c. Oats—Quiet, but steady; No. 2 white clipped, 51c. Butter—Firm; extra western creamery, 23½a24c.; do. nearby prints, 25c. Eggs—Firm; fresh nearby, 16c.; do. western, 16¼a16½c.; do. southwestern, 16c.; do. southern, 15a15½c. Cheese—Unchanged. Refined sugars—Firm, good demand. Cotton—1-16c. lower; middling uplands, 9⅞c. Tallow—Firm; city prime in tierces, 6½a6⅝c.; country prime in barrels, 6¼a6½c.; do. dark, 5⅝a6c.; cakes, 7c. Live poultry—Firm; fowls, heavy fat hens, 13c.; do. small and medium, 12a12½c.; old roosters, 8a9c.; winter chickens, 15a20c.; spring chickens, 30a35c.; ducks, 11a12c.; geese, 9a10c. Dressed poultry—Steady; fowls, choice, 12½c.; do. fair to good, 11½a12c.; old roosters, 8a8½c.; western roasting chickens, frozen, 13a16c.; do. broilers, frozen, 16a20c.

Receipts—Flour, 1,700 barrels, and 1,704,000 lbs. in sacks; wheat, 52,000 bushels; corn, 800; oats, 6,400. Shipments—Wheat, 72,000; corn, 5,000; oats, 8,000 bushels.

New York Grain and Produce Market

New York, May 1.—Flour—More active and firmer in tone. Wheat—Spot firm; No. 2 red, 88⅝c. elevator; No. 2 red, 90⅛c. f. o. b. afloat; No. 1 northern Duluth, 91⅝c. f. o. b. afloat. Options opened a shade easier; developed a reaction that later in the day became pronounced. Closed strong at 1⅛a1⅝c. net advance. May closed 82¼c.; July, 82⅝c.; Sept., 81⅝c.; Dec., 81c. Corn—Spot firm; No. 2, 70⅝c. elevator, and 70⅝c. f. o. b. afloat. Corn opened steady and later advanced; closed firm and ½c. net advanced. May closed 68⅞c.; July, 68⅝c.; Sept., 67⅝c. Oats—Spot firm; No. 2, 47½c.; No. 3, 47c.; No. 2 white, 51½c.; No. 3 white, 51c.; track western, 47a48c.; track white, 51a56c. Options generally firm all day on active demand from shorts. Butter—Firm; creamery, 20a23c.; do. factory, 17a20c.; renovated, 18a21c.; imitation creamery, 18a21c.; state dairy, 19a22c. Cheese—Firm; state full cream, small, early make, fancy colored and white, 13a13⅛c.; full cream, large, fall make, fancy colored and white, 12a12⅛c. Eggs—Steady to firm; state and Penna., 17a17½c.; western, 16⅝a17⅛c.; western, 16⅝a17⅛c.; southern, 15⅝a16⅛c.

Chicago Grain Market.

Chicago, May 1.—Heavy wheat exports bulled grains today in the face of good weather news and heavy deliveries on May options. Corn was inclined to slide off on favorable crop reports, but wheat helped it sympathetically. The close showed July wheat 1¼a1⅝c. higher; July corn, ¼c. up, and July oats, 1c. advanced. Provisions recovered from a weak position and closed 10 to 17½c. higher. Cash quotations were as follows:

Flour—Steady. Wheat, No. 3, 73⅝c.; No. 2 red, 85c.; No. 2 corn, 62¼c.; No. 2 yellow, 63a63½c.; No. 2 oats, 43a43¼c.; No. 2 white, 44¾a45½c.; No. 3 white, 44a45c.; No. 2 rye, 58½c.; barley, fair to choice malting, 68a70½c.; flaxseed, $1.68; No. 1 northwestern, $1.79; prime timothy seed, $7.10a7.20; pork, $16.75a16.80; lard, $10.05a10.07½; ribs, $9.40a9.55; shoulders, 7¾a8c.; sides, $10a10.10; whiskey, $1.30.

Buffalo Live Stock Market.

East Buffalo, May 1.—Cattle—Offerings, 250; nothing doing, tendency lower; veals, receipts, 100 head; tops, $6.25a6.50; fair to good, $5.50a6; common and light, $4.50a5.25.

Hogs—Receipts, 3,800 head; fair to active, 5a10c. lower; medium, $7.25a7.50; no heavy here; packers, mixed, $7a7.20; pigs, $6.40a6.50; roughs, $6.60a6.75; stags, $4.75a5.25.

Sheep and lambs—Receipts, 3,400; yearlings and sheep, slow; clipped lambs, steady; wool lambs, stronger; sheep top, mixed, $6a6.25; fair to good, $5.50a5.75; culls and common, $3.75a6.75; yearlings, $6.50a6.75; clipped lambs, tops, $6.65a6.75; fair to good, $6.25a6.60; culls and common, $4a5.50; yearlings, $6a6.25; clipped sheep, top mixed, $5.50a5.75; fair to good, $4.75a5.25; culls and common, $2.50a4.50.

East Liberty Live Stock Market.

East Liberty, May 1.—Cattle—Steady; choice, $6.80a7; primes, $8a6.75; good, $5.85a6.35.

Hogs—Lower; prime hogs, $7.25a7.30; best mediums, $7.15a7.20; heavy yorkers, $7a7.10; light do., $6.75a6.90; pigs, $6.40a6.50; roughs, $5a6.75.

Oil Market.

Oil City, May 1.—Credit balances, 120; certificates, no bid. Shipments, 131,852; average, 108,702. Runs, 137,516; average, 81,311.

FINANCIAL

THIRD NATIONAL BANK OF SCRANTON.

Capital, $200,000
Surplus, $550,000

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

Open Saturday evenings from 7.30 to 8.30.

THE Six Eagles Mines

An investment opportunity of extraordinary merit. It is the best known mining property in the state of Washington.

A Developed Working Mine

Not a Prospective Proposition.

A limited amount of stock is now being offered to raise money for improvement in equipment and general development of the property.

Awarded Bronze Medal

At the Pan-American Exposition at Buffalo last season.

Stock now selling at $ .50 a share. The price will soon be advanced. Get in now on the ground floor.

Write for full particulars,

SIX EAGLES MINING CO

1202 Crozier Bldg., Philadelphia, Pa.

GREAT BARGAINS IN OIL STOCKS!

WILLIAM B. KING & CO.

Members of Houston (Texas) Oil Stock Exchange solicit orders.

IOWA FARMS $4 PER ACRE CASH BALANCE 1 CROP TIL PAID

Connolly & Wallace

Scranton's Shopping Center

123, 125, 127 and 129 Washington Ave.

Opening of Our Infants' Department

Everything for the Little Folks at our well known low prices.

The Connolly & Wallace Infants' Department

Will be run on the same liberal lines as all other departments of the house

A Sale of Silk Skirts

50 Petticoats of good taffeta silk, in blue, cardinal, violet and rose, corded ruffle, well made and liberal in size, value $6.00. Price.............. $3.75

New Lawn Baby Caps

Hard to tell you what they look like. They're as fresh and sweet as spring blossoms. All sorts of tucking and clusters of cords form the body of the caps, ruches of lace or footing trim the edge and make a frame for the little face. On some there are perky bows of satin ribbon—bewitching! Very pretty ones for 25c, and from that on up to.................... $1.35

Have You Seen It?

The washable cap for babies? It launders like a handkerchief. Costs no more than the old styles. The great objection to Baby Caps (that they cannot be laundered) has been overcome by the "ELITE" PATENT WASHABLE CAP. This cap is so simple in construction that by loosening the bows and shirring strings it can be flattened out for home washing and ironing, and as easily put back into the shape of a perfect, well-fitting cap. It is more economical than the old style, because it saves the expense and annoyance of taking Baby's Cap to the Cleaners.

This enables the mothers to buy baby a much handsomer cap at the start, as the "Elite" Patent Washable Cap, being more practical will, in the end, cost no more than a cheaper article of the old-fashioned style. Made in variety of styles to retail at from

50c to $1.35 Each

Women's Ribbed Vests, 25c

Come and see what a variety we offer in Under-Vests at................ 25c

High neck, long sleeve
High neck, short sleeve
High neck, sleeveless
Low neck, sleeveless
Low neck, wing sleeve
High neck, wing sleeve
Body Vests

More than forty different styles, many of them in lace trimmed effects

Toilet Goods Department

(Near South Entrance.)

Colgate's Finest Extracts in bulk, 25c per ounce
Colgate's Violet Toilet Water, half pint bottles, 75c
Colgate's Dactyle's Toilet Water, 6 oz bottles, 58c
Colgate's Pine Tar Soap, 10c cake.
Colgate's Silverware Soap, small cakes 3c, large 8c
Colgate's Honey Soap, 10c cake
Colgate's Cashmere Bouquet Soap, 24c cake
Cuticura Soap, 23c Cake
Mennen's Talcum Powder, 15c

Connolly & Wallace.

Compare our Credit Prices with those of Cash Stores.

CLOTHING (DON'T PAY CASH) ON CREDIT

Some Special Bargains this week in Ladies' Tailor - Made Suits.

Big Values for Saturday Buyers

Clothing on Credit, Man, Woman, Child.

Don't let another fine Sunday go by without the new Clothing. We appreciate the fact that everybody can not have a pocketful of cash, and so we say to you:

Come and pick out your Spring Clothing, Hats and Shoes tomorrow, have them charged and pay in small, convenient payments.

We charge nothing extra for Credit. Quality against quality our prices are as low as any cash store.

Come and see for yourself. Come and examine the stylish spring garments. You will not be urged to buy.

For Womankind

Handsome Man-tailored Suits; Stunning Spring Jackets, Smart Waists, Silk Raglans, Stylish Skirts. Fine Petticoats—none more stylish—none priced lower—no terms easier.

For Mankind

Nobby Spring Suits in attractive patterns, handsomely made up and carefully finished—popular styles.

Boys' Suits, single and double-breasted—very strong, durable and stylish.

317 Lacka. Ave. Second Floor. Open Evenings.

PEOPLE'S Credit Clothing Company

RAILROAD TIME TABLES.

Pennsylvania Railroad.

Schedule in Effect June 2, 1901.

Trains leave Scranton: 6.38 a. m., week days, through vestibule train from Wilkes-Barre. Pullman buffet parlor car and coaches to Philadelphia, via Pottsville; stops at principal intermediate stations. Also connects for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and for Pittsburg and the west.

9.38 a. m., week days, for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and Pittsburg and the west.

1.42 p. m., week days (Sundays, 1.58 p. m.), for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and Pittsburg and the west.

3.28 p. m., week days, through vestibule train from Wilkes-Barre. Pullman buffet parlor car and coaches to Philadelphia via Pottsville. Stops at principal intermediate stations.

4.27 p. m., week days, for Hazleton, Sunbury, Harrisburg, Philadelphia and Pittsburg.

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

New Jersey Central.

In Effect Nov. 17, 1901.

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

Trains leave Scranton for New York, Philadelphia, Easton, Bethlehem, Allentown, Mauch Chunk, White Haven, Ashley and Wilkes-Barre at 7.30 a. m., 1 p. m. and 4 p. m. Sunday, 2.10 p. m.

Quaker City Express leaves Scranton at 7.30 a. m., through solid vestibule train with Pullman Buffet Parlor Cars, for Philadelphia, with only one change of cars for Baltimore, Washington, D. C., and all principal points south and west.

For Avoca, Pittston and Wilkes-Barre, 1 p. m. and 4 p. m. Sunday, 2.10 p. m.

For Long Branch, Ocean Grove, etc., 7.30 a. m. and 1 p. m.

For Reading, Lebanon and Harrisburg, via Allentown, at 7.30 a. m. and 1 p. m. Sunday, 2.10 p. m.

For Pottsville at 7.30 a. m. and 1 p. m.

For rates and tickets apply to agent at station.

W. G. BESLER, General Manager.

RAILROAD TIME TABLES.

Delaware, Lackawanna and Western.

In Effect Nov. 3, 1901.

Trains leave Scranton for New York—At 1.40, 3.15, 6.05, 7.50 and 10.05 a. m.; 12.45, 3.40, 3.33 p. m. For New York and Philadelphia—7.50, 10.05 a. m., and 12.45 and 3.33 p. m. For Tobyhanna—At 6.10 p. m. For Buffalo—1.15, 6.22 and 9.00 a. m.; 1.55, 6.50 and 11.35 p. m. For Binghamton and way stations—10.20 a. m. and 1.10 p. m. For Oswego, Syracuse and Utica—1.15 and 6.22 a. m.; 1.55 p. m. Oswego, Syracuse and Utica train at 6.22 a. m. daily, except Sunday. For Montrose—9.00 a. m.; 1.10 and 6.50 p. m. Nicholson accommodation—4.00 and 6.15 p. m. Bloomsburg Division—For Northumberland, at 6.35 and 10.05 a. m.; 1.55 and 6.10 p. m. For Plymouth, at 8.10 a. m.; 3.40 and 9.00 p. m.

Sunday Trains—For New York, 1.40, 3.15, 6.05 and 10.05 a. m.; 3.40, 3.33 p. m. For Buffalo—1.15 and 6.22 a. m.; 1.55, 6.50 and 11.35 p. m. For Binghamton and way stations—10.20 a. m. Bloomsburg Division—Leave Scranton, 10.05 a. m. and 6.10 p. m.

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 11.30 p. m. Sundays, D. & H. R. R., 1.58, 8.27 p. m.

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

For Bethlehem, Easton, Reading, Harrisburg, and principal intermediate stations, via D. & H. R. R., 6.38, 9.38 a. m.; 2.18, 4.27 (Black Diamond Express), 11.30 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, Buffalo, Niagara Falls, Chicago and all points west, via D. & H. R. R., 7.48, 12.03 a. m.; 1.42, 3.28 (Black Diamond Express), 7.48, 10.41, 11.30 p. m. Sundays, D. & H. R. R., 12.03, 8.27 p. m.

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

ROLLIN H. WILBUR, Gen. Supt., 26 Cortland street, New York.

CHARLES S. LEE, Gen. Pass. Agt., 26 Cortland street, New York.

A. W. NONEMACHER, Div. Pass. Agt., South Bethlehem, Pa.

For tickets and Pullman reservations apply to city ticket office, 60 Public Square, Wilkes-Barre, Pa.

Delaware and Hudson.

In Effect November 24, 1901.

Trains for Carbondale leave Scranton at 6.20, 8.00, 8.53, 10.13 a. m.; 12.00, 1.20, 2.34, 3.52, 5.20, 6.25, 7.57, 9.15, 11.20 p. m.; 1.31 a. m.

For Honesdale—6.20, 10.13 a. m.; 2.34 and 5.20 p. m.

For Wilkes-Barre—6.38, 7.48, 8.41, 9.38, 10.43 a. m.; 12.03, 1.42, 2.18, 3.28, 4.27, 6.20, 7.48, 10.41, 11.30 p. m.

For L. V. R. R. Points—6.38, 9.38 a. m.; 2.18, 4.27 and 11.30 p. m.

For Pennsylvania R. R. Points—6.38, 9.38 a. m.; 1.42, 3.28 and 4.27 p. m.

For Albany and all points north—6.20 a. m. and 3.52 p. m.

SUNDAY TRAINS.

For Carbondale—8.50, 11.33 a. m.; 2.34, 3.52, 5.52 and 11.17 p. m.

For Wilkes-Barre—9.38 a. m.; 12.03, 1.58, 3.28, 6.32 and 9.17 p. m.

For Albany and points north—3.52 p. m.

For Honesdale—8.50 a. m. and 3.52 p. m.

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

Allis-Chalmers Co

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

Stationary Engines, Boilers, Mining Machinery, Pumps.

RAILROAD TIME TABLES.

New York, Ontario and Western.

In Effect Tuesday, Sept. 17, 1901.

NORTH BOUND.

Trains.	Leave Scranton.	Leave Carbondale.	Arrive Cadosia.
No. 1	10.30 a. m.	11.10 a. m.	1.00 p. m.
No. 7	6.10 p. m.	Ar. Carbondale	6.40 p. m.

SOUTH BOUND.

Trains.	Leave Cadosia.	Leave Carbondale.	Arrive Scranton.
No. 6		7.00 a. m.	7.40 a. m.
No. 2	2.15 p. m.	4.00 p. m.	4.40 p. m.

SUNDAYS ONLY, NORTH BOUND.

Trains.	Leave Scranton.	Leave Carbondale.	Arrive Cadosia.
No. 9	8.30 a. m.	9.10 p. m.	10.45 a. m.
No. 5	7.00 p. m.	Ar. Carbondale	7.40 p. m.

SOUTH BOUND.

Trains.	Leave Cadosia.	Leave Carbondale.	Arrive Scranton.
No. 6		7.00 a. m.	7.40 a. m.
No. 10	4.30 p. m.	6.00 p. m.	6.45 p. m.

Trains Nos. 1 on week days, and 9 on sundays, make main line connections for New York city, Middletown, Walton, Norwich, Oneida, Oswego and all points west.

For further information consult ticket agents.

J. C. ANDERSON, G. P. A., New York.
J. E. WELSH, T. P. A., Scranton, Pa.