Stand by the Standard

In baking powder, Cleveland's is the standard, the powder of highest reputation, greatest strength and absolutely pure. It renders the food more healthful and palatable, and is most economical in practical use.

Cleveland's Baking Powder is never sampled, sold by schemes or lotteries, gifts or giving salesmen gold watches or commissions. The housewife gets in the purest and best of baking powders the whole value of the money she pays for it.

If you value good, pure food, let your baking powder be "Cleveland's."

INDUSTRIAL AND LABOR

HALLSTEAD WILL RECEIVE A BAD BLOW.

It Is to Be Abandoned as a Terminal by the D., L. & W. Co .- Will Cause the Removal of a Large Number of Railroad Men from That Place. rate required. This work is all done with the least possible amount of labor, and with very little lifting. The men are distributed over the R. E. Hurley, of This City, Given

Much concern is felt over the future of Hallstead by reason of the recent order of the Delaware, Lackawanna

ern terminal of the Delaware, Lackawanna and Western, and after the acquisition of the York state extension, continued to be the dividing line between the old and the new divisions. Now the company proposes to run its trains from Scranton to Elmira, Syracuse and Utica, without relaying at Hallstead, and all the crews who formerly started from Hallstead will have to start from one or the other of the new terminals of divisions.

Hallstead is made up almost wholly of Lackawanna railroad people. Hundreds of them have fine homes there. and other interests, which will cause a great hardship to them by being compelled to move to another town. The switchmen employed about the yard, round house and freight depot will, for the most part be laid off or changed to other position.

The elimination of Hallstead as a terminal is in line with the policy of the new management to lengthen runs and thereby make it possible to operate with fewer train-hands, while at the same time securing more work out of

the locomotives.

Laying Tracks by Machinery. A new mechanical track-laying de vice, now being used for the first time near Greenville, Pa., and described by economical and rapid track-layer ever invented," has been devised by R. E. Hurley, of Scranton, Pa. In this arrangement the construction train is with elevated platforn, upon which the boiler, fuel, and water supplies are carried. The machine, to gether with its entire construction train of sixteen cars of ties, ralls, etch is hauled by the machine car as motive power. To quote from the article just

a foot from each side, is placed a roller, and on these rollers two lines of rails, one on each side of the car, are carried forward toward the head of the train. The power to haul the ralls ahead is furnished by a cluster of friction-rolls in the machine-car. At the rear of this line of rails a ahead, securing them by placing the angle-bars to the rails and putting one bolt in both cuds of each rail. When the rail arrives at the machine-car it is disconnected from those in the real taking out one bolt and slackening the other leaving the angle-bar on the rear end of each rail as it is sent out into the derrick, by power rolls, to a point about twenty feet in advance

of the machine-car wheels.

Here it is grasped by specially constructed hoisting-tongs and lowered by one man to the ties below. As the train moves slowly forward at a rate of twenty or thirty feet per minute the suspended rail reaches a point about one foot back of the previously laid rail, from whence it is moved forward by land, the loose angle bars passing over the ball of the stationary rail when a clamp is placed over them. The rail then released from the tongs, and the bolting done while the train moves slowly forward. The possibility of making these connections "on the fly" is one of the most important features of the machine, and accounts, in part, for its rapid

But the machine does more than lay rails; it also places the ties for them to The ties are loaded on cars placed between the machine-car and the cars of rails; and the rails, a they move forward over the cars, pass under the ends of the ties, and thus ac as tie-conveyors in the movement from the rail-cars to the machine-car

Whooping Cough.

This is a very dangerous disease unless properly treated. Statistics show there are more deaths from it than from scarlet fever. All danger may be avoided, however, by giving Chamberlain's Cough Remedy. It liquifies the tough mucus, making i easier to expectorate, keeps the cough loose, and makes the paroxylams of coughing less frequent and less severe. It has been used in many epidemics of this disease with perfect success. For sale by all druggists.

In this manner they are carried forward to the machine, where they are taken from the rails by an attachment on an endless chain, nad conveyed over the top of the derrick, which delivers them on the roadbed about twelve feet in advance of the outward end of the rail. The road-bed under the derrick is

thus kept constantly supplied with ties sufficiently in advance of the rails to allow time for proper adjustment. To quote again: The machinery is so geared that the material moves over the cars at exactly the same speed as the train moves over the track, thus keeping up a constant supply of ties and rails at just the

train and on the roadbed in front of the ma-chine-car in such a manner as to be free to work without interfering with each other.

The derrick in front of the machine-car is at such a height as to give free action to the spikers below, and the front portion of it is so constructed that it can be swung to either side to suit the curvature, thus landing the ties except on the line.

order of the Delaware, Lackawanna and Western company, discentinuing it as a division terminal.

Hallstead, or Great Bend, as it was formerly nown, was the original north-This machine, with forty men, is capable of lay-

ing two miles of track per day. This and That.

An important meeting of the local lerks' union will be held tonight in

Carpenters' hall. C. W. Huntington, formerly of the Iowa Central railroad, yesterday assumed the general superintendency of the Central Railroad of New Jersey.

The Vanderbilt holdings in Delaware and Hudson stock have been strength-ened within the last few months by the purchase of about 5,000 shares. While Wall street rumors that the Vanderbilts have obtained control of the Delaware and Hudson railroad are still unverified, it is a fact that increased repand of directors will be given to the Vanderbilt interest if such an increase is desired .- New

The Westinghouse Electric and Manufacturing company, of Pittsburg, Pa., has made an agreement with the Lorain Steel company whereby the Westinghouse company acquires the electric railway equipment business of the Lorain company, formerly carried on under the name of the Steel Motor company, at Johnstown, Pa. The Westinghouse company will continue to maintain the works at Johnstown, Pa., and sell the steel motor as an adjunct to the Engineer News (April) as "the most its own electric railway business. In view of the fact that the Westinghouse company now controls the manufacture of the Lorain motors, these equipments hereafter shipped may be supplied with preceded by a machine-car, bearing a the nose spring suspension covered by steel truss derrick, or crane, extending the patents controlled by the Westing. 60 feet over the road-bed. Next comes house and General Electric companies house and General Electric companies.

BUSINESS BREVITIES.

The standing of the United States with her neighbors, and especially with those of Europe, is illustrated by some statements made by the London Daily Mail Year Book for 1902. Under the rails and track fastenings are loaced in the rear. Then come the tie-cars and at the head of the list of great nations, the figures of wealth being, United States, 16,350,000,000, pounds, boiler and machine-cars and at the head the lend the lend the lend the rails and tie cars, and about a foot from each of the rail and tie cars, and about a foot from each side, is placed a roller, and these rollers two line. the head of wealth, it places the United States at the head of the list of great nations, the fig-

Louisville and Nashville railway shareholders have received in the last three years dividends aggregating \$6,665,000, while in the four preceding years they did not get a cent of return. After paying these dividends the surplus carned and not used each of the three years was as large as the entire net profits of each of the prior four years.

It sounds like "carrying coals to Newcastle, but it is a fact that Australian and New Zealand wool growers will erect large woolen mills in Scattle, Wash., in order to find a market here for their wool product, Scattle is to be the distributing point. The company will also start a regular line of steamships between the two colonies and Seattle.

The Canadian house of commons has voted \$442,000 for immigration purposes. This sum is to be spent in efforts all over the world to induce more people to come to Canada and make the Dominion their home. Principally it is desired to encourage farmers or persons willing to become farmers.

In 1901 we bought from our South American neighbors goods to the value of \$110,000,000 but we only sold to them \$44,000,000, a difference against ourselves of \$66,000,000. Nothing car completely change this condition until we have sufficient regular lines of subsidized American

Some \$10,000,000 or more of Cuban trade goes to Europe every year, which ought to come to us. The problem is, how are we to get it? The answer is, through reciprocity-just as we did i

On May 1 a single carload of flour, aggregating 2,000 tons, left San Francisco for New Zealand, the largest single shipment of flour which ever left that port.

Over 75,000 cotton mill operatives in the south-ern half of the New England states have now received an advance of wages averaging ten per

receipt of orders for ninety-nine locom the last few days from seven railroads.

THE MARKETS

Wall Street Review.

Wall Street Review.

New York, May 12.—The position of the local money market was undoubtedly the source of the depression which ruled in the stock market today. This was reinforced by the anthracite labor situation as shown by the auspension of work today in the anthracite region and by fears of a very unfavorable report on the condition of the crops to be made by the agricultural department. There were large offerings of bankers' bills against further loans negotiated abroad and London was a free buyer of stocks during the first hour, thus helping out the supply of exchange. The statement of the country's foreign trade for April showing a decline in agricultural products experted of over \$15,000,000 goes to explain the prevailing scarcity of exchange and the persistent firmness of foreign exchange up to today's sharp break. The total sales of stocks for the day, which were not much in excess of half a million shares, showed that the liquidation was not large or indiscriminate. The stocks which suffered most scriously also indicate that the high grade of the property was not an exception. It is recognized that high grade stocks have been lifted to prices unwarranted by conditions, and apparently the bankers made a systematic revision and discrimination in collateral today. The consequence was the melting away of some recent unexplained advances in some of the most substantial stocks on the list. The coalers had the additional burden of the strike to carry. Union Pacific and Southern Rankwy were conspicuous for comparative firmness during the whole day. The market closed steady at some recovery. Among the day's notable declines may be mentioned General Electric 21, with a recovery of 18; Westinghouse Electric, 11; the first preferred, 9½; North American, 6; Delaware, Lackawanna and Western, 13; Chicago, St. Paul, Minneapolis and Omaha, 10½; New York, New Haven and Hartford, 8; Chicago and Northwestern, 8½; Delaware and Hortford, 8; Chicago, 10; Pelaware, 11; the first preferred, 9½; North American, 6; Delaware, demand was satisfied. Total sales today, 650,500 shares.

Bonds were weak in sympathy with stocks.

Total sales, par value, \$3,240,000. United States new and old 4s and the 5s declined ¼ per cent. on the last call.

U. S. Leather, Pr. . . . U. S. Steel, Pr. CHICAGO GRAIN AND PROVISION MARKET.

Open, High, Low, Close, 75%, 75%, 76%, 75%, 75%, 74%, 74%, 74% WHEAT September 74% July 0.60 9.67 0.60 September ... 9.62 0.70 0.62 NEW YORK COTTON MARKET.

| Open High Low. | July | 0.09 | 9.14 | 9.04 | August | 8.35 | 8.88 | 8.79 | 8.91 | October | 8.12 | 8.19 | 8.12 | Scranton Board of Trade Exchange

Quotations-All Quotations Based on Par of 100.

STOCKS.	13111.	Aske
Lockawanna Dairy Co., Pr	60	
County Savings Bank & Trust Co	300	
First National Bank (Carbondale)		ióó
Third National Bank	550	
Dime Deposit and Discount Bank	300	
Economy Light, H. & P. Co	(2)75/85/51/0	46
First National Bank	*****	
Lacka. Trust & Safe Deposit Co	195	* * *
Clark & Snover Co., Pr	125	
Seranton Savings Bank	500	***
Fraders' National Bank	925	111
Scranton Bolt & Nut Co	125	
People's Bank	135	
	A TOTAL	7.55
BONDS.		
Scranton Packing Co	22.2	05
Mortgage, due 1920	115	
People's Street Railway, first mort-		
gage, due 1918	115	1200
People's Street Railway, General		••••
mortgage, due 1931	110	
mortgage, die 1631	444	

Seranton Traction 6 per cent... 115
Economy Light, Heat & Power Co...
North Jersey & Pocono Ica Co....
Consolidated Water Supply Co.... Scranton Wholesale Market.

Corrected by H. G. Dulc, 27 Luckawanna Avc.)
Flour-\$4.49.
Butter-Fresh creamery, 25c.; fresh dairy, 24c.
Cheeze-18a134c.
Eggs-Nearby, 18c.; western, 1744c.
Marrow Beans-Per bushel, \$2.35a2.40.
Green Peas-Per bushel, \$1.75.
Potatocs-Per bushel, \$1.00.
Onions-Bermudas, \$2.25 per crate. New York Grain and Produce Market

New York Grain and Produce Market

New York, May 12.—Flour—Firm, and 5:10c. higher, with wheat: winter patents, \$1,90:1.20; winter straights, \$1,80:3.50; Minn. patent, \$1,420; winter straights, \$1,80:3.50; Minn. patent, \$1,420; winter straights, \$1,80:3.50; Minn. patent, \$2,10:3.30; winter low grades, \$2,0:3.3.20. Wheat —Spot firm; No. 2 red, \$8\forall_0c, clevator, and 90c. f. o. b. afloat; No. 1 Northern Duluth, \$4\forall_0c, f. o. b. afloat; No. 1 Northern Duluth, \$4\forall_0c, f. o. b. afloat, Positive strength was developed in wheat today. Near the close prices eased off slightly and closed \$4\forall_0c, etc. higher. May closed \$1\forall_0c, f. July, \$1\forall_0c, etc. prices eased off slightly and closed \$4\forall_0c, f. o. 2, 70c. elevator, and 70c, f. o. b. afloat. An active demand put up corn a cent a busiel today. The close was a trifle easier at \$6c. net advance. May closed 68\forall_0c, f. o. b. afloat. An active demand put up corn a cent a busiel today. The close was a trifle easier at \$6c. net advance. May closed 68\forall_0c, f. o. b. afloat. An active demand put up corn a cent a busiel today. The close was a trifle easier at \$6c. net advance. May closed 68\forall_0c, f. Sept., 60\forall_0c, f. Sept., 60\forall_0c, f. Sept., 60\forall_0c, f. Sept., 60\forall_0c, f. o. 3, 45\forall_0c, f. o. 3, 45\foral_

Philadelphia Grain and Produce. Phildelphia, May 12.—Wheat—Strong, 1c. higher; contract grade, May, 87½a8Sc. Corn—Firm ½c. higher; No. 2 mixed, May, 66a89½c. Oat—Guet, but steady; No. 2 white clipped, 51c Flour—Firmer; winter super, 82.85a3.10; deextras, \$3.10a3.30; Penna, roller clear, 83.40a3.0; western winter clear, 83.50a3.75; do. do. straight, \$3.75a4 do. do. patent, \$4a4.25; spring clear, \$3.89a3.50 do. straight, \$3.65a3.56; do. patent, \$4a4.26; de favorite brands, \$4.25a4.35. Hye flour, unchanged

Butter—Steady: extra western creamery, 24c.; do. nearby prints, 20c. Eggs—Steady: fresh nearby, 10c.; do. western, 104;a16;bc.; do. southwestern, 164;c.; do. southwestern, 184;c.; do. do. southern, 15a15;c. Cheese—Firm; New York full creams, fancy small, 134;a13;bc.; do. do. do., fair to choice, 12a12;bc.; new full creams, prime amail, 114a; l2c.; do. do. do., fair to good, 104;a11;bc. Refined sugars—5 points lower; Crown A. 5c.; cubes, \$4,00c.; extra fine granulated, 4.75c.; standard granulated and crystal A. 4.50c.; confectioners A. 4.50c.; No. 1, 4.30c.; Nos. 2, 3, 4.25c.; No. 4.40c.; No. 5, 4.13c.; No. 6, 4.10c.; No. 7, 4c.; No. 8, 3.00c.; No. 9, 3.85c.; No. 10. 8.50c.; No. 10. 13. 3.55c.; No. 16, 3.60c. Cotton—Unchanged, Tallow—Quiet, but firm; city prime in tierces, 64;a67c.; country prime in harrels, 64;a68;c.; do. dark, 6604;c.; caker, 7a7;4c. Live poultry—Steady, fair demand; fowls, 121;a 25c.; ducks, 10a12c. Dressed poultry—Firm, and fowls, higher; fowls, choice, 13c.; do. fair to good, 12a12;4c.; old roosters, 886;4c.; western roasting chickens, frozen, 13a16c.; do. broilers, frozen, 18a10c.; nearby broilers, fresh killed, 50 a50c.; do. frozen, 22a2sc.

Receipts—Flour, 1,300 barrels, and 1,580,000 lbs, in sacks; wheat, 43,000; corn, 800; cats, 9,000 bushel.

Chicago Grain Market.

Chicago Grain Market.

Chicago, May 12,—Active covering of short accounts on very bullish statistics jumped prices upward in the grain pits today and relieved the otherwise monotonous quiet that usually prevails on the board of trade while speculators wait for the government crop report. A continued absence of a selling pressure also helped prices and July wheat closed %c. higher; July corn, %c. up, and July oats, ½s¼c. higher, Provisions fluctuated erratically and closed a shade lower to 12½c. higher, Cash quotations were as follows:

Flour—Steady, No. 3 spring whrat, 74½c.; No. 2 red, 83a84½c.; No. 2 oats, 44a44½c.; No. 2 white, 454a43c.; No. 3 white, 454a43c.; No. 3 rye, 50½a60c.; fair to choice malting, 60a72c.; No. 1 flax seed, \$1.04; No. 1 northwestern, \$1.78; prime timothy seed, \$6.70a6,75; mess pork, per barrel, \$17.30a17.35; lard, per 100 bs. \$10.2246 a10.25; short ribs, sides, \$9.60a9.70; shoulders, 8a8½c.; short clear sides, \$1.010a10.20; whiskey, \$1.30.

Buffalo Live Stock Market. East Buffalo, May 12.—Cattle—Receipts, 4,300 tetive and 10al5c, higher on all butchers' grades East Buffalo, May 12.—Cattle—Receipts, 4,300; active and 10a15c, higher on all butchers' grades; leavy, steady; prime steers, \$6.75a7.25; choice, 12.20a1,400 lbs., steers, \$6.40a7; fair to good, \$4.50a5.90; choice heifers, \$5.75a6.25; fair to good, \$4.25a5.50; common light to fair, \$4a.60; best fat cows, \$5a5.50; fair to good, \$3.75a4.75; canners and common, \$2.50a3.60; export bulls, \$5.25a5.50; butchers' bulls, \$4.75a 5.20; sausage, \$3.75a4.60; fresh cows and springers in good demand at steong prices; choice, \$55a65; common to good, \$22a45; good stockers and feeders, 10a15c, higher; choice feeding steers, \$60 to 1,000 pounds, \$1.90a5.15; fair to good, \$4.25a4.50; stock heifers, \$3.25a4; good stock steer calves, \$4.75a5.

Veals—Receipts, \$40; tops, \$6.25a6.50; extra, \$6.75; fair to good, \$5.50a6,75; culls and common and light, \$4.50a5.25.

Sheep and lambs—Receipts, 19,900 head; fairly active and steady; top lambs, \$8.85a7; fair to good, \$8.50a6.75; culls and common, \$4a5.75; vearlings, \$0.25a6.40; sheep, mixed tops, \$5.75a6; fair to good, \$5.50a6, 75; culls and common, \$5.75a6; fair to good, \$5.50a6, 75; culls and common, \$5.75a6; fair to good, \$5.50a6, 75; culls and common, \$5.75a6; fair to good, \$5.50a6, 75; culls and common, \$5.75a6; fair to good, \$5.50a6, 75; culls and common, \$5.75a6; fair to good, \$5.50a6, 75; culls and common, \$5.75a6; fair to good, \$5.50a6, 75; culls and common, \$5.75a6; fair to good, \$5.50a6, 75; culls and common, \$5.75a6; fair to good, \$5.50a6, 75; culls and common, \$5.75a6; fair to good, \$5.50a6, 75; culls and common, \$5.75a6; fair to good, \$5.50a6, 75; culls and common, \$5.75a6; fair to good, \$5.50a6, 75; culls and common, \$5.75a6; fair to good, \$5.50a6, 75; culls and common, \$5.75a6; fair to good, \$5.50a6, 75; culls and common, \$5.75a6; fair to good, \$5.50a6, 75; culls and common, \$5.75a6; fair to good, \$5.50a6, 75; culls and common, \$5.75a6; fair to good, \$5.50a6, 75; culls and common, \$5.75a6; fair to good, \$5.50a6, 75; culls and common, \$5.5a66, 75; culls and common, \$5.5a66, 75

Chicago Live Stock Market.

Chicago May 12.—Cattle—Receipts, 18,000; active and steady; good to prime steers, \$6.80a 7.40; poor to medium, \$5as.75; stockers and feeders, \$2.75a5.50; cows. \$1.50a6; helfers, \$2.50 a5.40; canners, \$1.50a2.50; bulls, \$2.50a5.50; calves, \$2a6; Texas fed steers, \$5.25a6.50. Hogs—Receipts: Today, \$8,000; tomorrow, 23.-002; left over, 4,000; opened 5a10c, lower; closed active; mixed and butchers, \$6.85a7.23½; good to choice heavy, \$7.25a7.32½; rough heavy, \$6.00a7.20; light, \$0.75a7; bulk of sales, \$8.95a7.20. a7.20.

a7.20.

Sheep—Reccipts, 15.000; sheep, strong; lambs, steady to 10c. lower; good to choice wethers, \$5.75a6.30; western sheep, \$5.25a6.30; native lambs, chipped, \$5a6.50; western lambs, \$5.25a6.50;

East Liberty Live Stock Market. East Liberty, May 12.—Cattle—Higher; choice, \$0.90a7.25; prime, \$0.50a6.80; good, \$5.80a6.50.
Hoge—Strong; prime heavies, \$7.40a7.4215; light vorkers, \$6.90a7.10; pigs, \$6.00a6.70; roughs, \$6.00a6.70;

\$000.80. Sheep—Lower: prime wethers, \$5.00a5.75; culls and common, \$2.50a3.50; choice lumbs, \$6.55a7; veal calves, \$6a6.75.

Oil Market. Oil City, May 12.—Credit balances, 120; certifi-entes, no bid. Shipments, 150,694; average, 104,068, Runs, 98,457; average, 74,782.

Low Rate of Fare to Portland, Ore.,

On account of the National Convention Travellers Protective Association of America, Portland, Ore., June 3rd to 7th; the Supreme Lodge A. O. U. W., Portland, Ore., June 10th to 20th, 1902, the Lackawanna railroad will issue First Class round trip tickets for \$70,30 on sale good going May 26th to June 7th incl. and for return passage to reach original starting point not later than 60 days from original date of sale. See Depot Ticket Agent for particulars as to stop-over privileges routes and train schedule.

New Dining Car Service on the Lackawanna Railroad. Effective Monday, May 12, a new

dining car will be placed in service, leaving Scranton train No. 15 at 6.22 a m. to Owego, returning Owego to Bing- large or small. hamton in train No. 42 and Bingham ton to Dover, N. J., in train No. 4. leaving Scranton for New York at 12.45 noon, and Dover to Scranton in train No. 25, which leaves New York at 4.00 p. in., arriving Scranton 8.55 p. m.

FINANCIAL

THE An investment opportunity of ex-

traordinary 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 WILLIAM B. KING & CO.

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

MAKE MORE MONEY.

is your income sufficient? If not, and you are anxious to increase it, write me, stating what a mount you can invest, it only \$10, and it will write you a letter of advice Free. For years I havedone nothing except study invest. nents. I know I can increase your income b pointing out safe investments, hitherto ni ANDREW L. BUSH, Investment Broker, Springfield, Mese

Allis-Chalmers Co

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

Connolly & Wallace

Scranton's Shopping Center

123, 125, 127 and 129 Washington Ave.

The store that has abnormally low prices on some things either sells you trash or makes its loss up by charging too wuch for other things.

This business was built on satisfactory service. It is never too late and we are never too busy to listen to a dissatisfied customer.

Women's Jackets

Black Cloth and Tan Covert Cloth Jacketsit's been a race between the two all spring.

Now is the time when you need a little jacket more than any other season of the year-something that looks light and is light. And you will find that our jackets keep their shape longer than most because we have put more thought into the tailoring of every one.

Covert Cloth Jackets-\$10.00, \$12.50, \$15.00

Black Cloth Eton Jackets-\$6.00, \$7.50, \$10.00. Black Cloth Jaunty Jackets, mostly 27 inches long, \$7.50, \$10 00, \$12.50, \$15.00, \$17.50.

Silk Etons-\$15.00, \$16.50, \$18.00 up to

White Shirt Waists

As warm weather draws nearer, the buying of White Shirt Waists waxes fast and furious, and this superb Connolly & Wallace stock keeps pace with your demands-exceeds them, stimulates them, in fact. For it is an inspiration to every woman to look at the variety of beautiful styles gathered here.

Materials-such as Lawns, Dotted Swiss Muslin, Madras-are fine, cool, and wrought into every conceivable effect by means of plaiting, insertion and embroidery.

You can buy a simple but well-made and stylish waist for 75c or go as high as \$4.00.

Summer Underwear

Not the kind that everybody sells-the Connolly & Wallace Underwear is mostly made especially for us.

Of course, makers put our suggestions into their general stock—for next year. But for a whole year we have the good points to ourselves.

The variety, we believe, is larger than any other store can show. Men's, Women's and Children's right together

Children's Stockings And Underwear

Everything from baby's first togs up to the

things worn by little men and women. Stockings start at 121/2c for baby's Cotton Socks and Children's Long Ribbed Black Cotton Stockings and go up to fine silk. Under wear starts at 121/2c for white ribbed cotton, and goes up to fine merino. Everything comes direct from the maker to you, and is bought in large quantities so that you get the greatest possible money's worth.

Told in a Minute

It makes one feel better when they get in Connolly & Wallace's. That sentence won't parse, but it contains a great deal of meat. It. was heard yesterday in the central promenade.

If you want to be comfortable this summer get fitted with the right Corset in our Corset Department. Experienced fitters to tell you what to wear and how to wear it.

The store is as ready as it will be with cool clothes and other hot weather comforts.

The store is less crowded in the morning-it's essier to see and get around, and buy, and rest then, than later.

Connolly & Wallace.

FINANCIAL.

THIRD NATIONAL BANK

OF SCRANTON.

Capital, \$200,000 Surplus, \$600,000

Pays 3% interest on savings accounts whether

Open Saturday evenings from 7.30 to 8.30.

Trans-Continental Maps mailed upon request to Institutions. Executors, Investors and Trustees.

Spencer Trask & Co. BANKERS, 27 & 29 Pine St., New York

BOODY.McLELLAN & CO. BANKERS.

No 57 Broadway, New York City. MEMBERS NEW YORK STOCK EXCHANGE STOCKS, BONDS and INVESTMENTS Linotype ORDERS EXECUTED FOR INVESTMENT OR ON MARGIN

LOWA FARMS # 4 FEB - COLAR PROPERTY IN THE C

Matchless Splendors

Canadian Rockies

BANFF the LAKES in the CLOUDS YOHO VALLEY, the GREAT GLA-CIER-a region described by Whymper, the conquerer of the Matterhorn fifty or sixty Switzerlands rolled

into one-reached only by the

ROBERT KERR, Passenger Traffic Manager, Montreal. NEW YORK HOTELS.

ALDINE HOTEL THAV, BETWEEN 20TH AND 30TH STS. NEW YORK.

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American Plan, \$3.50 Per Day and Upwards. European Plan, \$1.00 Per Day and Upwards. Special Rates to Families. T. THOMPSON, Prop.

For Business Men In the heart of the wholesale district. For shoppers z minuter walk to Wanamakers; 5 minutes to Siegel Cooper's Fig Store. Ensy of access to the great Dry Goods Stores.

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Rooms, \$1 Up. Prices Reasonable *******

Composition

Book News

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RAILROAD TIME TABLES. 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., 1.55, 8.27 p. m.

For White Haven, Hazieton 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. Canadian Pacific Railway

Daily transcontinental train service throughout the year from Toronto and Montreal. IMPERIAL LIMITED, crossing the continent in 97 hours, leaves Toronto and Montreal (commencing June 15th next, every Sunday, Wednesday and Friday. Sleeping and dining cars attached to all through trains.

First-class hotels in the mountains, Swiss guides at the principal points.

For rates, etc., apply to nearest agent of the C. P. R., or to E. V. Skinner, 353

Broadway, New York.

ROBERT KERR,

and 4.27 p. m. For Pottsville, 6.38 a. m., 2.18 and p. m. in 2.20 p. m. profer like them. Easton, Reading, Harrisburg, and principal intermediate stations, via D. & H. R. R. R. G. S., 0.28 a. m., 2.18, 4.27 (Black Diamond Express), 1.130 p. m. Sundays, D. & H. R. R. R. S. 0.3 a. m., 2.18 p. m.

For Tunkhannock, Towanda, Elmira, Ithaca, Geneva and principal intermediate stations, via D. & H. R. R. R. S. 0.3 a. m., 2.18 p. m.

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For Tunkhannock, Towanda, Elmira, Ithaca, Geneva and principal intermediate stations, via D. & H. R. R. R. R. R. S. 0.3 a. m., 2.26 p. m.

For Geneva, Rochester, Buffalo, Niagara Falls, Chicago and all points west, via D. & H. R. R. T. M. R. R. S. 0.3 a. m., 2.25 p. m.

Full Marchannock, Towanda, E Bethiehem, Pa.

Bethiehem, Pa.

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

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, 7.60 and 10.05 a. m.; 12.45, 3.40, 3.35 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 0.22 a. m.; 1.55 p. m. Oswego, Syracuse and Utica train at 6.22 a. m. daily, except Sunday For Montrose—0.00 a. m.; 1.10 and 6.50 p. m. Nicholson accommodation—4.00 and 6.15 p. m. Hloomshurt Division—For Northumberland, at 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.

READING SYSTEM.

New Jersey Central. New Jersey Central.

CORRECTED TO NOV. 17, 1991.

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

Trains leave Scranton for New York, Philadelphia, Easten, Bethlehem, Allentown, Mauch Chunk, White Haven, Ashley and Wilkes-Barre at 7.30 a. m., 1 p. m. and 4 p. m. Sunday, 2.10 p. m. Quaker City Express leaves Scranton at 7.35 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 Long Branch, Ocean Grove, etc., 7.30 a. n. and 1 p. m. . For Reading, Lebanon and Harriaburg, via Alentown, at 7.30 a. m. and 1 p. m. Sunday, 2.16

For Pottsville at 7.30 s. m. and 1 p. m.
For rates and tickets suply to agent at statios.
W. G. BESLER, General Manager.
C. M. BURT, Gen. Pass. Agt.

Delaware and Hudson. In Effect November 24, 1901.
Trains for Carbondale leave Scranton as 6.20, 8.00, 8.53, 10.13 a. m.; 12.00, 1.25, 2.34, 3.62, 6.29, 6.25, 7.57, 9.15, 11.20 p. m.; 1.31 a. m.
For Honesdate—6.20, 10.18a. m.; 2.34 and 5.29 Wilkes-Barre-6.38, 7.48, 8.41, 9.38, 10.43; 12.03, 1.42, 2.15, 3.28, 4.27, 6.10, 7.48, a. m.; 12.03, 1.42, 2.18, 3.28, 4.27, 6.10, 7.48, 10.41, 11.30 p. m. For L. V. R. R. Points—6.38, 0.38 a. m.; 2.18, 4.27 and 11.30 p. m. For L. V. R. R. Points—6.38, 0.38 a. m.; 2.18, 4.27 and 11.30 p. m.
For Pennsylvania R. R. Points—6.38, 0.38 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, 6.52 and 11.17 p. m.
For Wilkes-Barre—9.38 a. m.; 12.03, 1.58, 3.23,

For Wilson-Date 5.32 and 9.17 p. m. For Albany and points north—3.52 p. m. For Honesdale—6.50 a. m. and 3.52 p. m. W. L. PRYOR, D. P. A. Scranton, Pa. Pennsylvania Railroad. 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 couches to Philadelphia, via Pottsville; stops at principal intermediate stations. Also connects for Sunbury, Harisburg, Philadelphia, Baltimore, Washington and for Pittsburg and the west.

b.38 a. m., week days, for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and Pittsburg and the west.

Philadelphia, Baltimore, Washington and Pittsburg and the west.

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

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

4.37 p. m., week days, for Harleton, Sunbury, Harrisburg, Philadelphia and Pittsburg.

1. B. HUTCHINSON, Gen. Mgr.

2. B. WOOD, Gen. Pass. Agt.

New York, Ontario and Western. In Effect Tuesday, Sept. 17, 1961, NORTH BOUND.

In Effect Tuesday, Sept. 17, 1901.

NORTH BOUND.

Leave Leave Cadoaia.

Trains. Scranton. Carbondale. Cadoaia.

10.30 a. m. 11.00 a. m. 1.00 p. m.

No. 1 ... 0.10 p. m. Ar. Carbondale 6.40 p. m.

SOUTH BOUND.

Leave Leave Arrive

Carbondale. Scranton.

No. 6 ... 2.13 p. m. 4.00 p. m. 7.40 a. m.

No. 2 ... 17, 00 a. m. 7.40 a. m.

No. 2 ... 18 p. m. 4.00 p. m. 4.10 p. m.

SUNDAYS ONLY.

No. 10 p. m. 10.45 a. m.

No. 2 ... 190 p. m. Ar. Carbondale. Cadoaia.

No. 2 ... 190 p. m. 10.45 a. m.

No. 3 ... 100 p. m. Ar. Carbondale 7.40 p. m.

SOUTH BOUND.

Leave Leave Carbondale. Cadoaia.

No. 5 ... 7.00 p. m. Ar. Carbondale 7.40 p. m.

SOUTH BOUND.

Leave Leave Arrive

Trains. Cadoaia. Carbondale. Scranton.

No. 6 ... 7.00 p. m. Ar. Carbondale. Scranton.

No. 6 ... 7.00 p. m. Ar. Carbondale. Scranton.

No. 6 ... 7.00 p. m. 7.40 a. m.

No. 10 ... 4.30 p. m. 6.68 p. m. 6.45 p. m.

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

For further information censuit ticket agents.

For further information censuit ticket agents.

J. C. Andelbason, G. P. A. New York.

J. E. WELSH, T. F. A., Scranton, Pa