

CONSULAR REPORTS

Submitted by the Scranton Board of Trade.

NEW MATCH IN SWEDEN.—Under date of April 17, 1902, Consul Bergh writes from Gothenburg: The Gothenburg Svenska Matchfabriks Aktiefabrik yesterday an article which may be of interest. I quote it in translation: "Another kind of match, intended to supplant the phosphorus matches which have been prohibited for a year, has lately been introduced in the Swedish market. The inventors of the new match are the engineers, Lundin and Jernander, of Stockholm, who have patented their invention in several countries. This match looks like the well-known potash and paraffin matches, which, however, by reason of the fact that they contain poisonous phosphorus, come under the same prohibition as the old and worthy lucifer match. But the new match, which has been named "Repelikan" (the archaic match), possesses a property which the old lacks, viz., it is damp proof and can therefore be lighted against a damp or wet surface, provided this is hard. The inventors claim that repelikan is the least poisonous match in existence, the safety match not excepted. The manufacture of the new match, which at present is carried on by the inventors, has been intended to displace the Swedish match. It is said that negotiations are going on for the sale of the patent in other countries."

PRUSSIAN METHOD OF BRIQUETTE MAKING.—Under date of April 18, 1902, Consul General O. J. D. Hughes reports from Cologne: "Many inquiries have been received here for information in regard to coal briquettes, and several of manufacture thereof. I have just learned the method employed by Du Voigt, of Mende, in East Prussia; he is said to employ a thin diffusion of starch in the fuel substance. The resulting paste, after being subjected to boiling for a short time, is filled into molds without any great pressure, the briquettes being dried slowly at a moderate heat."

BATHING ESTABLISHMENTS IN LYONS.—The following facts are submitted by Consul Lyons: "In answer to several letters requesting information about baths for the people in France: "In Lyons, there are many bathing establishments on the Rhone and Saone in which one can take a good swim or a cold shower, and are charged for bathing drawers and towels. Ordinary bath houses, such as are found all over the civilized world, are common in Lyons, where a good bath can be had for a cent without a cent and with towels and soap."

"In 1898, a concession was given to a Little company to build small bath houses on the public squares of this city, each of which was to do business here. They are of porcelain, each 20 feet long by 12 feet wide and 12 feet high. Inside are six stalls, each of which is divided into two compartments by a water-proof partition, one side of which is a dressing room containing a mirror, comb and brush, clothes rack, chair and stool. The other side is provided with an electric bell, soap and washstand, with warm and cold water and all the appointments necessary for a good shower bath, the water falling from above or from the sides, according to the fancy of the bather. The inside of each stall is lined with a little over ten gallons; no limit is fixed to the use of cold water. The furniture of the apartment also includes an iron basin for a foot-bath. In winter, these little stalls are never allowed to become cold, and in summer they never become very warm. Under the bath house is a cellar 6 or 7 feet deep, in which are the coal, the boiler, the engine, the water pump, and the appliances for heating and driving the water."

"The price of a shower bath in these little cottages is fixed, in the act authorizing them, at cents, towels and soap included. In no case is the woman in charge permitted to ask more or to accept a gratuity. This last regulation is never ignored by observant when occasion is offered for its transgression. The towels must be 80 centimeters long and 50 centimeters wide (31 1/2 by 19 1/2 inches). The rules require the disinfection of every towel after it has once been used. "The company that manages these bath houses receives from the city of Lyons a subsidy of 20,000 francs (\$3,000) per year and the free use of the ground or lot for the year at the end of which time the establishments are to revert to the municipality; but if, at the end of ten years, the number of persons using the baths in the city is less than 200 per day, the experiment will be considered a failure and the city will have the right to cancel the contract, first giving the company six months' notice."

NEW GERMAN ACETYLENE GENERATOR.—In answer to inquiries from the United States, Consul General O. J. D. Hughes, of Cologne, reports, April 18, that Erik Conrath, who is interested at the carbide factory at Trillithaus, has invented a new acetylene generator. This generator, says the consul general, is described as being much simpler in construction than any yet placed upon the market, and occupies but little space. In its operation, the falling of the carbide into the water is automatically regulated by a hollow rubber ball, which, as soon as it is filled with gas, closes the valve between the carbide and the water. When the volume of gas developed in the carbide tank reaches a certain point, the rubber ball contracts and the feed valve again permits the carbide to drop. The gas is stored partly in the rubber ball and partly in the space between the funnel-shaped carbide magazine and the water. If more than the normal amount of gas is generated, it occurs more room by forcing the water through valves into the water jacket in the sides of the apparatus. A separate gas tank is not needed. Should too much gas be produced, both the water and the gas escape through a safety valve. Common carbide is used; no cartridges. The gas is dried by being allowed to pass through the carbide magazine, where the carbide absorbs the moisture. As there is no gas tank, and as the quantity of gas thus stored is insignificant, it is considered that the fire-insurance companies will, without raising the premiums, approve of the apparatus, even when it is placed in dwelling houses.

BUSINESS BRIEVITIES.

Railroad earnings for the third week of April this year show the following increases over the same week of last year: Chesapeake and Potomac, \$1,000; Central of Georgia, \$1,000; Chicago and Eastern Illinois, \$1,000; Hoopling Valley, \$1,000; Norfolk and Western, \$1,000; Southern Railway, \$1,000. Fifty-one roads show for the second week of April a gain of \$41,000; forty-nine roads for the third week a gain of \$1,000; and forty-two roads for March a gross increase of \$1,000,000. The Atchafalaya, Topeka and Santa Fe Railroad statement shows a gain of \$90,000 in net earnings for March, and of \$200,000 for the seven months ended March 31. From July 1 to April 11 the gross earnings of forty-five railroads amounted to \$30,391,478 against \$25,180,025 for the same period of the previous year, an increase of \$5,211,453, or 20.7 per cent, mainly from the activity of internal trade.

It is our phenomenal home demand which not only keeps down our exports of iron and steel and the manufacture thereof, but compels the following: "Upwards of 100,000 tons of steel billets will be shipped from Sydney, Cape Breton, to New York, Philadelphia and Baltimore. The first shipment of this material left that port on board the Norwegian steamship A. R. Thorp. This will constitute at least forty shipments of the roughest material. Some years ago, large cargoes of steel billets arrived in the United States, frequently from Newport, England."—Nautical Gazette.

Our total public debt is \$1,377,653,000, of which \$800,750,000, nearly one-third, does not bear interest, and \$446,900,000 bears 2 per cent (the lowest rate of any public debt in the world) interest. The highest rate we pay is five per cent, on \$100,000,000 due in 1904, issued in 1900-1901, for which we have to thank U. S. Senator Democratic, low tariff administration. Our money circulation is \$2,450,102,462, equal to 82.00 per capita.

The wages of 250 employees of the New York Central shops in Oswego have been advanced ten

Whooping Cough. This is a very dangerous disease unless properly treated. Statistics show that there are more deaths from it than from scarlet fever. All danger may be avoided, however, by giving Chamberlain's Cough Remedy. It liquefies the tough mucus, making it easier to expectorate, keeps the cough loose, and makes the paroxysms 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.

to forty cents a day. The monthly salaries of the operators, station agents and yard clerks of the New York, Water and Ogdensburg division have been increased from \$5 to \$10, according to the length of service and efficiency.

The American Car and Foundry company reports another batch of orders for 764 box freight cars, 1,850 coal cars, 382 flat cars, 100 tank cars and ninety-six coaches—in all, 5,307 pieces of railway equipment.

Our production of steel and iron wire rods for 1901 was 1,653,000 gross tons, an increase of 310,000 tons, or sixty-one per cent, over 1900, which was the largest in the country's history.

Though the public debt of the United States decreased \$4,617,356 during the month of April, the available daily cash balance increased \$6,888,604, giving us \$11,601,000 of a batterment.

It is said the earnings of the National Lead company for the first quarter of this year are the largest in its history.

The American Locomotive company has an order for thirty locomotives from the Rutland Railway company.

Iron ore shipments from Duluth during April were the largest of any month on record.

Buffalo Live Stock Market. Chicago, May 15.—Cattle—Receipts, 11,250; active, steady to strong; good to prime steers, \$7.25-7.50; poor to medium, \$6.50-7.00; stockers and feeders, \$5.50-6.00; calves, \$8.00-8.50; hogs, \$7.00-7.50; sheep, \$4.50-5.00; pigs, \$4.00-4.50.

Chicago Live Stock Market. Chicago, May 15.—Cattle—Receipts, 11,250; active, steady to strong; good to prime steers, \$7.25-7.50; poor to medium, \$6.50-7.00; stockers and feeders, \$5.50-6.00; calves, \$8.00-8.50; hogs, \$7.00-7.50; sheep, \$4.50-5.00; pigs, \$4.00-4.50.

Buffalo Live Stock Market. Buffalo, May 15.—No cattle on sale. Veal—Receipts, 240; tops, \$6.50-7.00; fair to good, \$5.75-6.25; common to top, \$4.00-5.25.

Oil Market. Oil City, May 15.—Crude, 11.20; refined, 11.50; kerosene, 11.00; lamp, 11.25; average, 11.25.

THE MARKETS Wall Street Review. New York, May 15.—The passive condition of the speculation was not changed today. The volume of the dealings fell away to what is properly known as a midsummer dullness. This condition of the stock market is by no means abnormal at this season, due to the usual shifting course of money resources and the uncertainties of the crop season. The present waiting attitude of the market is therefore entirely reasonable and natural. The money flurry last week and on Monday was the corrective influence and has resulted in the present conditions. The dullness is accentuated, of course, by the additional element of uncertainty in the threatened strike of anthracite miners. Most of the price movements of any consequence in today's stock market might be traced to the influence of the acquisition of the Illinois, Indiana and Louisville jointly by the Southern Railway and Louisville and Nashville. The strength of the Chicago and Alton and Kansas City Southern systems is obviously based on a speculative assumption that these roads might be available for a similar north and south junction in route to the strengthening of competing lines by the deal, Illinois Central was strong. The Chicago, Indianapolis and Louisville stock market was decidedly favorable, rising violently after advancing. A drop in Chicago and Eastern Illinois yield had been anticipated as a possible outlet for Louisville and Nashville, reflected disappointment. General Electric jumped 6 points, Southern Railway 5, and other shares were trivial and shifting. Total sales today, 397,000 shares.

The bond market was dull but held steady. Total sales, par value, \$2,275,000. United States bonds were all unchanged on the call.

Table with columns: Name, High, Low, Close. Includes items like Amal. Copper, Am. Car & Foundry, American Ice, etc.

CHICAGO GRAIN AND PROVISION MARKET. WHEAT—Open, High, Low, Close. July, 75 1/2, 75 3/4, 75 1/2, 75 3/4.

NEW YORK COTTON MARKET. July, Open, High, Low, Close. August, 12 1/2, 12 3/4, 12 1/2, 12 3/4.

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

Table with columns: Name, Bid, Asked. Includes items like Lackawanna Dairy Co., City Savings Bank, etc.

Scranton Wholesale Market. (Corrected by H. G. Dale, 27 Lackawanna Ave.) Flour—\$4.40.

New York Grain and Produce Market. New York, May 14.—Flour—Quiet, but firmly held in spite of the wheat decline.

FINANCIAL. THIRD NATIONAL BANK OF SCRANTON. Capital, \$200,000 Surplus, \$600,000

Pays 3% interest on savings accounts whether large or small. Open Saturday evenings from 7.30 to 8.30.

Let It Be Known That the store has now fairly entered on its summer season.

Let It Be Known That this is the most comfortable store in town—that it is the largest, best ventilated and healthiest—that it has more summer comforts and can make you more comfortable at home.

Let It Be Known That its stocks are fresh and full and large, and its prices fair.

Let It Be Known That shopping early is wise—early in the season and early in the day because—it avoids the crowds and the heat. It keeps you and us in better temper and gives you more leisure to examine things. It gives you first pick. It helps our salespeople, and consequently gives you better service.

Let It Be Known That to make summer more bearable in every way is our one thought now. To take the strain off man and beast. To help you get ready early, or if you must wait until later to make summer shopping as comfortable as possible for you then.

Let It Be Known That this store serves all classes, both the rich and the poor, and that it serves each better because it serves them both.

Let It Be Known That the Connolly & Wallace store is a place for your convenience, and whether you wish to buy, or look, or visit, or rest, you are always welcome.

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Connolly & Wallace Scranton's Shopping Center 123, 125, 127 and 129 Washington Ave.

No one can do more than his best. Our more than 100 helpers are all trying to avoid mistakes. Please help by seeing that they get your name and address right. Wherever there's a window showing the new styles, there's a crowd. Most of the windows these days seem to be at Connolly & Wallace's.

PROCLAMATION

Let It Be Known That the store has now fairly entered on its summer season.

Let It Be Known That this is the most comfortable store in town—that it is the largest, best ventilated and healthiest—that it has more summer comforts and can make you more comfortable at home.

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Connolly & Wallace.

Our Business is Strictly Confidential. CLOTHING DON'T PAY CASH ON CREDIT. 30 Stores From Maker to Wearer.

Special Sale of Ladies' Suits. We invite every woman in the city to attend this sale, which begins tomorrow. We want to demonstrate to you that this credit store can give just as big bargains as any cash store, and throw in the privilege of Credit gratis.

Every one of these Man-tailored Suits is strictly stylish—made up in popular materials by skillful workmen and at regular prices would be splendid values. At the Special Sale Price we now offer them they are genuine bargains. Here are some prices, Cash or Credit: All \$12.00 Suits, Special Sale Price..... \$8.48 All \$20.00 Suits, Special Sale Price..... \$14.98 All \$25.00 Suits, Special Sale Price..... \$18.98

We clothe Women, Men and Children with Stylish, Worthy Clothing, Hats and Shoes on easy terms of credit. We are manufacturers and our output is distributed through 30 Stores in 30 Cities. Come and open an account—credit costs nothing extra.

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: 6:05 a. m., week days, through vestibule train from Wilkes-Barre; Pullman buffet parlor car and coaches to Philadelphia, via Pottsville; stop at principal intermediate stations. Also connects for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and for Pittsburg and the West.

6:35 a. m., week days, for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and Pittsburg. 1:15 p. m., week days (Sundays, 1:58 p. m.), for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and Pittsburg. 4:35 p. m., week days, through vestibule train from Wilkes-Barre; Pullman buffet parlor car and coaches to Philadelphia via Pottsville; stop at principal intermediate stations.

7:15 p. m., week days, for Hazleton, Sunbury, Harrisburg, Philadelphia and Pittsburg. J. B. HUTCHINSON, Gen. Mgr. J. B. WOOD, Gen. Pass. Agt.

Delaware, Lackawanna and Western. In Effect Nov. 2, 1901. Trains leave Scranton for New York—At 4:00, 5:15, 6:05, 7:50 and 10:05 a. m.; 12:45, 3:40, 5:30 p. m. For New York and Philadelphia—7:00, 10:00 a. m. and 11:10 a. m., 1:00 p. m. For Tohobago—At 6:10 p. m. For Buffalo—1:15, 6:25 and 9:00 p. m. For Erie, 6:00 and 11:30 p. m. For Binghamton and stations on the West—1:10 and 1:10 p. m. For Oswego, Syracuse and Utica—1:10 and 6:25 p. m. For Hamilton, 6:25 a. m. daily, except Sunday.

For Montreal—6:00 a. m.; 1:10 and 6:00 p. m. For Niagara—6:00 a. m.; 1:10 and 6:00 p. m. For Albany and all points north—6:20 a. m. and 6:00 p. m. For New York, 1:40, 3:15, 6:00 and 10:05 a. m.; 3:40, 5:30 p. m. For Buffalo—1:15 and 6:25 p. m.; 1:10 and 1:10 p. m. For Binghamton and way stations—10:30 a. m. and 10:30 p. m. For Binghamton Division—Leave Scranton, 10:30 a. m. and 10:30 p. m.

Delaware and Hudson. In Effect November 24, 1901. Trains for Scranton leave Scranton at 6:50, 8:00, 8:50, 10:15 a. m.; 12:00, 1:20, 2:34, 3:50, 5:05, 6:25, 7:41, 9:15, 11:20 p. m. For Philadelphia—6:50, 8:00, 8:50, 10:15 a. m.; 12:00, 1:20, 2:34, 3:50, 5:05, 6:25, 7:41, 9:15, 11:20 p. m. For Philadelphia—6:50, 8:00, 8:50, 10:15 a. m.; 12:00, 1:20, 2:34, 3:50, 5:05, 6:25, 7:41, 9:15, 11:20 p. m.

Lehigh Valley Railroad. In Effect, Nov. 8, 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 and 7:18 p. m. For Pottsville, 6:38 a. m., 2:18 p. m. For Allentown and all points north—6:20 a. m. and 6:00 p. m. SUNDAY TRAINS. For Carlisle—8:00, 11:30 a. m.; 2:58, 3:22, 6:52 and 11:17 p. m. For Allentown—8:30 a. m.; 12:00, 1:34, 3:22, 6:52 and 11:17 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), and 11:30 p. m. on Sundays.

For further information consult ticket agents J. E. ANDERSON, G. P. A., New York. J. E. WELSH, T. A., Scranton, Pa.

If You Walk Much

You can do it more comfortably when time is spent in getting the right shoe for the right foot. Our shoes have a reputation for GOODNESS, Style, Perfect Wearing and Fitting Qualities not found in ordinary shoes.

Our \$3.00, \$3.50 and \$4.00 Men's Shoes have no equal in the city.

Lewis, Ruddy, Davies & Murphy, 330 Lackawanna Avenue.

Friday Special Sale

Jardiniere Stands

For today only (Friday) we will sell Jardiniere Stand like cut. They are strong, and worth three times the price asked. Special price,

24c

HOUSEHOLD OUTFITTING CO. 322 Lackawanna Avenue.

The Matchless Splendors of the Canadian Rockies

BANFF THE LAKES IN THE CLOUDS, YOHO VALLEY, THE GREAT GLACIER—a region described by Whymper, the conqueror of the Matterhorn, as fifty or sixty Switzerland rolled into one—reached only by the

Canadian Pacific Railway. Daily transcontinental train service throughout the year from Toronto and Montreal. IMPERIAL LIMITED, crossing the continent in 67 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 or the C. P. R., or to E. V. Skinner, 353 Broadway, New York.

ROBERT KERR, Passenger Traffic Manager, Montreal.

RAILROAD TIME TABLES. Montreal Express. 11:30 p. m. Sundays, D. & H. R. R., 1:55, 3:22 p. m.

For Tunabannock, Toronto, Elmira, Ithaca, Geneva and principal intermediate stations, via D. & H. R. R., 8:10 a. m. and 4:50 p. m. For New York, Rochester, Buffalo, Niagara Falls, Chicago and all points west, via D. & H. R. R., 7:45, 10:05 a. m.; 1:42, 3:28 (Black Diamond Express), 7:45, 10:05 a. m.; 1:42, 3:28 p. m. Sundays, D. & H. R. R., 12:00, 3:22 p. m.

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

ROLAND H. WILBUR, Gen. Supt., 26 Cortland street, New York. CHARLES S. LEE, Gen. Pass. Agt., 26 Cortland street, New York. W. A. WOLFE, Gen. Pass. Agt., 26 Cortland street, New York.

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