THE MARKETS

Wall Street Review.

New York, June 9.—The dullness of the trading in stocks was unrelieved today, but the inertia of prices was not quite so absolute. There was a scattering distribution of buying orders during the early trading, which lifted prices slightly. The demand subsequently died away, but the higher level of prices was pretty well maintained during the rest of the day. Vague rumors were current all day of a coming settlement of the coal strike and operators in stocks professed satisfaction over the small effect of the soft coal miners' strike. The public sentiment made on behalf of the anthracite operators declaring themselves satisfied with the success attained in prevented damage to the mines by flooding, was also cited by buyers of stocks. The presence in the city of the United States commissioner of labor and the interest in the strike thus manifested on behalf of the president were variously regarded. The question of the statutory power of the president to intervene, seemed to afford most satisfaction to those interested in stocks. The rise of 1½ in Hocking Valley was apparently due to the fact that the labor trouble has not affected its territory. Sugar had the benefit of a rise in the price of the refined product and of hopes of an agreement of Cuban reciprocity at Washington. The raising of the dividend rate on the Chicago, St. Paul, Minneapolis and Omaha stock following that on Chicago and Northwestern kindled hopes of increases in other stocks. The market leaver showed the slightest animation but such sluggish advances as took place were due to these causes. Total sales today, 176,300 shares. The bond market was dull and irregular. Total sales, par value, $1,215,000. United States 2's regular declined ¼ and the 2's coupon, the 3's and the 5's 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
Amal. Copper	68¾	68¾	68¼	68¼
Am. C. & F.	51	52	51	51¾
American Ice	18½	18½	18½	18½
Am. Locomotive	33¼	33¼	32⅞	33
Am. Loco., Pr	92¾	92¾	92¼	92¼
Am. S. & R. Co	48¾	48¾	48¼	48¾
American Sugar	127½	128⅝	127¼	128¼
Anaconda Copper	113¾	113¾	113¾	113¾
Atchison	79⅞	80¾	79⅞	80¼
Atchison, Pr	98⅞	99	98¼	99
Balt. & Ohio	105¼	105½	105	105
Brook. R. T	67⅜	67½	67	67
Canadian Pacific	136⅜	136¾	135⅝	136
Ches. & Ohio	46	46	46	46
Chicago & Alton	37¼	37¼	37	37
Chic. & G. W	27¾	28	27¾	28
C., M. & St. P	162¼	162¼	161¾	162¼
C., R. I. & P	171	172	171	172
Col. Fuel & Iron	98½	99¼	98¼	99¼
Col. & South., 2d Pr	42¾	42¾	42⅝	42¾
Del. & Hud	171	173	171	171
Erie	26⅞	26⅞	26¾	26⅞
Erie, 1st Pr	68	68	68	68
Hocking Valley	82¾	84	82¾	84
Illinois Central	151	151	151	151
Louis. & Nash	137	137¾	137	137½
Manhattan	130⅞	131	130¾	131
Met. St. Ry	118¾	119	118¾	119
Mexican Central	26¾	26¾	26⅜	26¾
Mo. K. & Tex	24¾	24⅞	24¾	24¾
Mo., K. & Tex., Pr	56¾	56⅞	56¾	56¾
Missouri Pacific	99¾	100	99½	99⅝
N. Y. Central	154¾	154¾	154¼	154¼
Norfolk & West	55¾	55¾	55⅜	55¼
Ont. & West	32½	32½	32¼	32⅜
Pacific Mail	41	41	41	41
Penna. R. R	149	149¾	149	149¾
People's Gas	101¾	101¾	101¾	101⅝
Pressed Steel Car	46¾	47¼	46¾	46⅝
Reading	62⅝	63½	62⅝	63¼
Reading, 1st Pr	81	83¼	83	83¼
Reading, 2d Pr	69¾	69¾	69¼	69¼
Republic Steel	17⅝	17⅝	17⅝	17⅝
St. L. & San F	68½	68⅝	68½	68⅞
Southern Pacific	61	61¾	61	61
Southern R. R	26¾	26¾	26¾	26¾
Southern R. R., Pr	91¾	91⅝	91¼	91¾
Tenn. Coal & Iron	62¾	62¾	62¾	62¾
Texas & Pacific	40	40	40	40
Union Pacific	104½	104¾	104½	104¾
Union Pacific, Pr	87	87½	87	87½
U. S. Leather	13¼	13¾	13¼	13¾
U. S. Leather, Pr	85¼	85¼	85	85
*U. S. Steel	38⅝	39	38¾	38⅝
U. S. Steel, Pr	89	89¾	88¾	89
Wabash	26⅜	26⅞	26¾	26¾
Wabash, Pr	43½	43¾	43½	43¾
Western Union	90⅝	90½	90¾	90⅝
Wheel. & L. E	21¾	22	21½	21¾
Wisconsin Central	27½	27½	27	27

*Ex-dividend.
Total sales, 178,800 shares.
Money, 3 per cent.

CHICAGO GRAIN & PROVISION.

WHEAT.	Open.	High.	Low.	Close.
July	71¾	71¾	71⅛	71⅝
September	70¾	70¾	69¾	69¾
CORN.				
July	62¾	63¼	62½	62½
September	58¾	58⅝	58¼	58¼
OATS.				
July	36¾	36¾	36	36¼
September	28¾	28¾	28¾	28¾
PORK.				
July	17.47	17.62	17.47	17.50
September	17.55	17.60	17.55	17.60
LARD.				
July	10.27	10.37	10.27	10.32
September	10.30	10.36	10.30	10.36
RIBS.				
July	10.22	10.37	10.22	10.37
September	10.10	10.22	10.10	10.22

NEW YORK COTTON MARKET.

	Open.	High.	Low.	Close.
July	8.65	8.75	8.65	8.69
August	8.43	8.47	8.43	8.46
September	8.02	8.10	8.02	8.07
October	7.90	7.96	7.90	7.91

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

STOCKS.	Bid.	Asked
Lackawanna Dairy Co., Pr	40	...
County Sav. Bank & Trust Co	300	...
First Nat. Bank (Carbondale)	...	500
Third National Bank	550	...
Dime Dep. & Dis. Bank	300	...
Economy L., H. & P. Co	...	46
First National Bank	1300	...
Lack. Trust & Safe Dep. Co	195	...
Clark & Snover Co., Pr	125	...
Scranton Savings Bank	600	...
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 Trac. Co., 6 per cent.	115	...
Economy L., H. & P. Co	...	97
N. Jersey & Pocono Ice Co	...	97
Consolidated Water Supply Co	...	105

Scranton Wholesale Market.

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

Flour—$4.40.
Butter—Fresh creamery, 21c.; fresh dairy, 23c.
Cheese—13a13¼c.
Eggs—Nearby, 18c.; western, 17½c.
Marrow Beans—Per bushel, $2.35a2.40.
Green Peas—Per bushel, $2.25.
Onions—Bermudas, $2.00 per crate.
Potatoes—Per bushel, 80c.

New York Grain and Produce Market

New York, June 9.—Flour—Dull and easier, closing 5a10c. lower to sell. Wheat—Spot easy; No. 2 red, 77½c. elevator; No. 2 red, 78¼a79c. f. o. b. afloat; No. 1 northern Duluth, 80¼c. f. o. b. afloat; brilliant crop prospects, owing to fine weather all throughout the west had a depressing effect on wheat all day, except for a brief noon rally on the liberal inside supply reduction. Liquidation was a feature and short sellers more confident. In spite of the decline exporters did little and wheat closed heavy at ⅜a⅝c. net decline; July, 77⅝c.; September, 75⅝c.; December, 76⅞c. Corn—Spot easier; No. 2, 69½c. elevator and 70½c. f. o. b. afloat; corn opened weak on fine weather news and was later depressed by weekly statistics, lower cables, large car lot estimates at Chicago and liquidation. The close was weak at ⅝c. net loss. July closed 67¼c.; September, 63⅝c.; December, 46¾c. Oats—Spot easy; No. 2, 46c.; No. 3, 45¼c.; No. 2 white, 51½c.; No. 3 white, 51c.; track mixed western, 46a48c.; track white, 49a55c.; options dull and easier on the crop outlook. Butter—Steady; creamery, 19½a22c.; do. factory, 18a18¾c.; renovated, 17a20c.; imitation creamery, 17½a20c.; state dairy, 18a21c. Cheese—Steady; new state full cream, small colored, choice, 9¾c.; white, 10¼c.; large colored, 9¾c.; white, 10c. Eggs—Steady; state and Pennsylvania, 17a18c.; western storage packed, 17a17½c.; southern, 13½a14½c.

Chicago Grain Market.

Chicago, June 9—Sunshine came to cheer the rain bears today. Fears they had expressed over the possibilities of a wet harvest were banished and the bulls ceased to give any advancing support when they heard that the heavy rains had stopped. As a result wheat slumped. Corn was carried down with the leading cereal but was held up to some by the muscle of the big bull party. At the close July wheat was 1a1¼c. lower; July corn, 1a1¼c. lower; July corn ⅜a½c. lower and July oats, ⅝a⅞c. down. Provisions closed 5a7½c. to 20c. up. Cash quotations were as follows: Flour—Easy; No. 2 spring wheat, —; No. 3, 71¾c.; No. 2 red, 79a80c.; No. 2 corn, —; No. 2 yellow, 61c.; No. 2 oats, 42a43½c.; No. 2 white, 45¼a45¾c.; No. 3 white, 45a46c.; No. 2 rye, 59c.; good feeding barley, —; fair to choice malting, 65a68c.; No. 1 flax seed, $1.56; No. 1 northwestern, $1.76; prime timothy seed, $6.20a6.35; mess pork per barrel, $17.60a17.65; lard, per 100 pounds, $10.30a10.32½; short ribs, sides, $10.20a10.40; shoulders, 8a8¼c.; short clear sides, $10.70a10.80.

Buffalo Live Stock Market.

East Buffalo, June 9.—Cattle—Receipts, 3,750; good dry fed cattle, strong and 15a25c. higher; common to fair grass cattle, 15a25c. higher; prime steers, $7.25a7.60; choice 1,200 to 1,300 pounds steers, $6.90a7; fair to good, $6a6.65; choice 1,000 to 1,500 pounds steers, $6.25a6.50; fair to good, $5.20a6; choice heifers, $6a6.30; fair to good, $4.50a5.50; common to fair, $3a4.25; best fat cows, $5.50a6; fair to good, $5.50a5; canners and common, $2a2.75; export bulls, $5.50a5.75; butchers' bulls, $4.75a5.25; sausage do., $4a4.50; fresh cows and springers, steady to strong; choice, $45a55; fair to good, $30a40; common, $20a28; stockers and feeders, steady; choice feeders, $5a5.25; fair to good, $4.50a4.75; stockers, $4.25a5; stock heifers, $3.50a4. Veals—Receipts, 600; strong and 25c. higher; tops, $7a7.25; a few $7.50; fair to good, $6.50a6.75; common to light, $5a5.75. Hogs—Receipts, 17,000; active and 5a10c. lower; heavy, $7.35a7.50; mediums, $7.20a7.30; pigs, $6.70a6.75; roughs, $6.75a7; stags, $5.50a5.80.

FINANCIAL

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owns and controls machinery, patents and processes for manufacturing all grades of paper, feed and by-products from the wasted corn stalks. This waste in the corn belt of the U. S. amounted to over 58 million tons in 1900. This enterprise will create more wealth than the utilization of the once wasted cotton seed. It will add $3.00 per ton to all this waste corn field tonnage, giving millions to the farmer, furnishing new avenues of labor and new freight to railroads. Every pound of paper pulp is made from vegetable fiber. The timber for pulp in the U. S. is nearly exhausted. Paper manufacturers are now forced into Canada for their supply. Every paper mill in this country will use this pulp. Every city in this and foreign countries will use and deal in this feed. Manufacturers of celluloid, leather and rubber substitutes, insulating material, linoleum and pipe covering will be users of this cellulose.

Contracts for machinery for the first plants have been let with Torris Wold & Co., Chicago.

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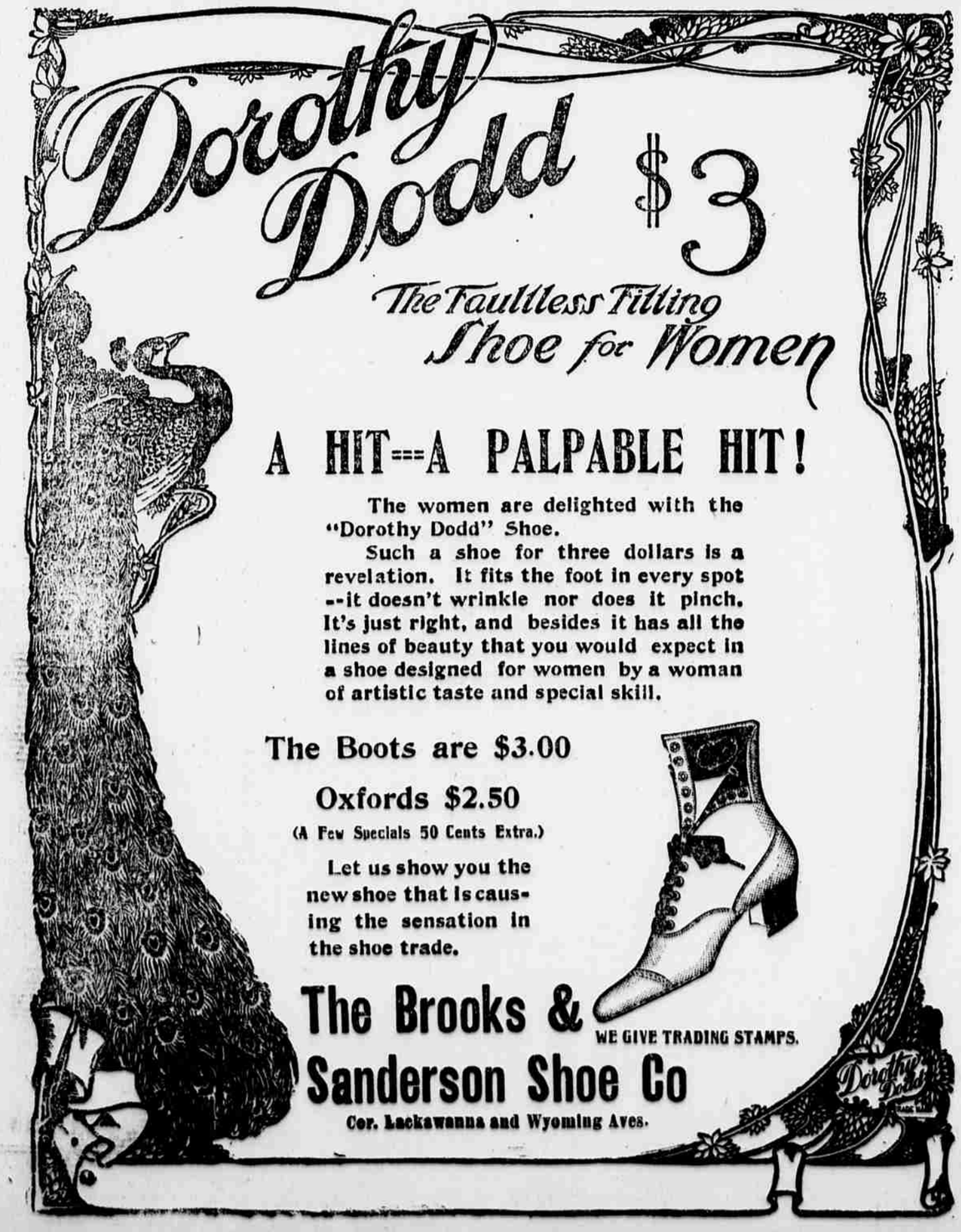

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IOWA FARMS $4 PER ACRE CASH BALANCE CROP TIL PAID 3 NORTHALL SIOUX CITY IA.

RAILROAD TIME TABLES.

READING SYSTEM.
Central Railroad of New Jersey.
In Effect May 18, 1902.

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

Trains leave Scranton for New York, Philadelphia, Easton, Bethlehem, Allentown, Mauch Chunk, White Haven, Ashley, Wilkes-Barre and Pittston at 7.30 a. m., 7 p. m. and 4 p. m. Sunday, 2.10 p. m.

Quaker City Express leaves Scranton 7.30 a. m., through solid vestibule train with Pullman Buffet Parlor Car for Philadelphia with only one change of cars for Baltimore and 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 and 1 p. m.

For Reading, Lebanon and Harrisburg via Allentown at 7.30 a. m., 1 p. m. and 4 p. m. Sunday, 2.10 p. m.

For Tamaqua and Pottsville, 7.30 a. m., 1 p. m. and 4 p. m.

For rates and tickets apply to agent at station.

W. G. BESSLER, Gen. Manager.
C. M. BURT, Gen. Pass. Agt.

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.	1.30 p. m.
No. 7	6.10 p. m.	Ar. Carbondale 6.40 p.m	

SOUTH BOUND.

Trains.	Leave Cadosia.	Leave Carbondale.	Arrive Scranton.
No. 2	2.15 p. m.	4.00 p. m.	4.40 p. m.
No. 6		7.00 a. m.	7.40 a. 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	4.50 p.m.	6.06 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.

RAILROAD TIME TABLES.

Delaware, Lackawanna and Western.
In Effect June 1, 1902.

Trains leave Scranton for New York—At 1.50, 3.20, 6.05, 7.50 and 10.10 a. m.; 12.40, 3.40, 3.35 p. m. For New York and Philadelphia—7.50, 10.10 a. m., and 12.40 and 3.35 p. m. For Gouldsboro—At 6.10 p. m. For Buffalo—1.15, 6.22 and 9.00 a. m.; 1.55, 6.50 and 11.10 p. m. For Binghamton, Elmira and way stations—10.25 a. m., 1.05 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.; 1.05 and 6.50 p. m. Nicholson accommodation—4.00 and 6.15 p. m.

Bloomsburg Division—For Northumberland, at 6.35 and 10.10 a. m.; 1.55 and 6.10 p. m. For Plymouth, at 8.10 a. m.; 3.40 and 9.05 p. m.

Sunday Trains—For New York, 1.50, 3.20, 6.05, 10.10 a. m.; 3.40 and 3.35 p. m. For Buffalo—1.15 and 6.22 a. m.; 1.55, 6.50 and 11.10 p. m. For Elmira and way stations—10.25 a. m. For Binghamton and way stations, 9.00 a. m. Bloomsburg Division—Leave Scranton, 10.10 a. m. and 6.10 p. m.

Pennsylvania Railroad.
Schedule in Effect May 25, 1902.

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.

Lehigh Valley Railroad.
In Effect, May 18, 1902.
Trains leave Scranton.

For Philadelphia and New York via D. & H. R. R., at 6.38 and 9.38 a. m., and 2.18, 4.27 (Black Diamond Express), and 11.39 p. m. Sundays, D. & H. R. R., 1.58, 8.27 p. m.

For White Haven, Hazleton and principal points in the coal regions, via D. & H. R. R., 6.38, 2.18 and 4.27 p. m. For Pottsville, 6.38 a. m., 2.18 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), 11.39 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. & W. R. R., 6.35 a. m. and 3.40 p. m.

For Geneva, Rochester, Buffalo, Niagara Falls, Chicago and all points west via D. & H. R. R., 7.48, 12.03 p. m.; 3.28 (Black Diamond Express), 7.48, 10.41, 11.39 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, 69 Public Square, Wilkes-Barre, Pa.

Delaware and Hudson.
In Effect November 24, 1901.

Trains for Carbondale leave Scranton at 6.20, 8.05, 8.53, 10.13 a. m.; 12.00, 1.29, 2.34, 3.52, 5.29, 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 5.29 p. m.

For Wilkes-Barre—6.48, 7.48, 8.41, 9.38, 10.43 a. m.; 12.03, 1.42, 2.18, 3.28, 4.27, 6.19, 7.48, 10.41, 11.39 p. m.

For L. V. R. R. Points—6.38, 9.38 a. m.; 2.18, 4.27 and 11.39 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, 5.32 and 11.47 p. m.

For Wilkes-Barre—9.38 a. m.; 12.03, 1.53, 3.28, 6.32 and 9.17 p. m.

For Albany and points north—3.52 p. m.

For Honesdale—8.50 a. m.; 3.52 p. m.

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