THE MARKETS.

Wall Street Review. New York, June 11.-There was a fur-

ther expansion in dealings on the Stock exchange today, which was generally at-tributed to the resumption of activity by the newly returned leaders in the western group. This activity centered in St. Paul. There was besides an active market in Missouri Pacific, which had no apparent connection with the St. Paul movement so far as the identity of the brokers employed would reveal it. These two stocks ran a pretty close race for the leadership of the market in point of activity, with Missouri Pacific getting rather the best of it, both in volume of dealings and in the extent of the gain. Just at the close the stock moved up more than 2 points over last night. St. Paul's extreme rise was 1% and was not fully held. Between them the two stocks made up about one-quarter of the other stocks, but these semed to be more or less in sympathy and there was at the same time some selling to take advantage of this sympathetic strength. The Coalers were comparatively neglected but were firm owing to the current assertion that the striking miners were likely to yield the contest soon. Nothing was heard of plans for a compromise of the contest. The market closed dull and irregular. Total sales today, 379,500 shares Prices of bonds advanced. Burlington joint 4's were in demand on the reported extension of the underwriting syndicate. Total sales, par value, \$1,990,000. United States bonds were all unchanged on the last call.

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

age.	Open.High.Low Amal. Copper 68% 69% 68% Am. C. & F. 32½ 32% 32% American Ice 1878 19 189 Am. Locomotive 33¼ 33% 33% Am. Locomotive 33¼ 33% 33% Am. Locomotive 9r 92% 92% 82% Am. Locomotive 9r 92% 92% 82% Am. S. & R. Co. 48% 49 48% American Sugar 128% 19 127% Anaconda Copper 113½ 113½ 113 Achieson 81½ 81% 81% 81% Achieson 98% 67% 67% 67% Anadlan Pacific 135½ 335% 33% Anaconda Copper 134½ 113½ 113 Achieson 98% 67% 67% 67% Anadlan Pacific 135½ 335% 33% Achieson 37% 37% Anadlan Pacific 135½ 355% 33% Anieson 40% 40% 40% Anieson 40% 40% 40% Anieson 40% 40% 40% Anieson 40% 40% 40% Anieson 40% Anie				
Amal. Copper	. 6834	6914	6874	69	
Am. C. & F	3214	32%	32 8	32% 18%	
American Ice	. 1836	19	18/2	1852	
American Ice, Pr	. 59	50	60	59	
Am. Locomotive	3334	3338	3314 9216	3314	
Am. Locomotive, Pr	12.78	9258 9258 49	18%	921/4	
Am. S. & R. Co	1981	129	12754	1287	
American Sugar	11314	1131/4	113	113	
Atablean	8116	813	8114	814	
Atchison Pr	994	9914	9914	GOALC	
Balt. & Ohio	.106	10654	106	10634	
Brook. R. T	6798	6776	6735	6716	
Canadian Pacific	13512	13518	13424	1343	
Ches. & Ohio	4612	4614 3778	4014	46 ³ a	
Chicago & Alton	. 379a	3178	37%	4 00.0	
Chic. & G. W	1701	29 172	230 s 1705a 17154	379. 128-4 1719.	
C., M. & St. P	1713	17214	1718	172	
Cal Fuel & Iron	10146	10136	99	90	
Col & Southern	3114	1011/2 311/2	3114	311/6	
Col. & South., 2d Pr	4234	42%	4244	4234	
Del. & Hud	175	175	175	175	
Eric	. 37	3714	37	374	
Eric, 1st Pr	. 6876	6812 8534	6814	6816	
Hocking Valley	. 85	8094	85 15176 13776 13176	15914	
Illinois Central	10159	1993	13716	15244 13742 13244	
Louis. & Nasn	19175	12235	13176	13015	
Moviegn Central	173	073	0734	273	
Hecking valley Hilinois Central Louis, & Nash Manhattan Mexican Central Mo, K. & Tex Mo, K. & Tex Mo, R. & Tex Mo, Pacific N. Y. Central Norfolk & West Ont. & West Penna, R. R. People's Gas Pressed Steel Car Reading, 1st Pr Reading, 1st Pr Republic Steel Routhern R. R. Pr Tenn. Coal & Iron Texas & Pacific Lylon Pacific	2614	26%	2514	273 2616	
Mo. K. & Tex., Pr.,	575	5894	5734	15774	
Mo. Pacific	100%	1021/4	100%	1021/2	
N. Y. Central	1554	155%	155 4	155.34	
Norfolk & West	. 56	0012	56	5635	
Ont. & West	. 33	33	23	33 14978	
Penna. R. R	149 4	100 4	14954	100	
Propped Stool Cur	47	A714	102 47	102 4736	
Rouding .	6311	611.	631/4	61	
Reading, 1st Pr	84	84	81	81	
Reading, 2d Pr	6834	69	6854	69	
Republic Steel	18	1854	18	1814	
Republic Steel, Pr .	74%	7054	74%	70%	
St. L. & San F	69	69	6834	684	
Southern Pacine	61 h	6408	649a	645a 37	
Southern R. R	0.00	0.17	37 95	9534	
Tour Coal & Ivon	4711/	0.47E	6314	6, 57/4	
Texas & Pacific	4146	12	4138	4154	
Union Pacific	105	10554	105	11/67/12	
Union Pacific, Pr	8816	8814	88	8819	
U. S. Leather	1356	1358	1314	13%	
U. S. Leather, Pr	8574	86	8576	8578	
U. S. Steel	3878	3914	3874	3914 8914	
U. S. Steel, Pr	89	89.4	89 27	27	
Wabash Dr	4.11	413	4114	4114	
Western Union	905	9113	9994	44% 01%	
Wheel & L. E	91	112	110	4815	
Tenn. Coal & Iron. Texas & Pacific	2714	2746	2716	2714	
Total sales, 380,900	shar	es.	111.00	755/4	
Money, 3 per cent.					
CHICAGO GRAI	N&	PROV	ISIO	V.	
WHEAT. Or	en. I-	ligh. I	ow f	loge.	
July 7	96	72%	7104	7185	
Sentember 7	122	7030	70	70	

	Money, 3 per cer	nt.			
	CHICAGO GRAIN &		PROVISION.		
	WHEAT.	Open.	High.	Low.	lose.
	July	7194	729g	7104	7194
	September	70%	70%	70	70
	July	6316	6374	6274	6314
	September	5816	5876		5814
	OATS.				
	July	2014	3674	5614	3674
	September	2816	2814	251/8	2875
	PORK		ave we	100	200.00
	July	17.70	17.75	17.65	17.70
	September		17.85	17.75	17.77
	July	18.35	10.35	10.27	10.00
	September	10.30	10.35	10.33	10.00
	July	10.70	10.70	10.35	10.37
	S-ptember	19.25	10.35	10.25	10.25
	NEW YORK	COTTC	N M	ARKE	r.
		Open.	High.	Low. (
	July	8.79		8.73	8.73
	August	8.56	8.57	8.48	
1	September	8.23	8,24	8.11	8.14
	October	8.00	8.11	7.98	7.98
		1100110		_	

Scranton Board of Trade Exchange Quotations-All Quotations Based

	on Par of 100.		
	STOCKS.	Bid	Asked
	Lackawanna Dairy Co., Pr	60	
	County Sav. Bank & Trust Co.	300	
	First Nat. Bank (Carbondale).		500
	Third National Bank	550	***
	Dime Dep. & Dis. Bank	300	1000
	Economy I., H. & P. Co	****	46
	First National Bank	1300	
	Lack Trust & Safe Dep. Co	195	100
	Clark & Snover Co., Pr	125	
	Scranton Savings Bank	600	
	Traders' National Bank	225	
	Scranton Bolt & Nut Co	125	
	People's Bank	135	
	BONDS.	400	
	Scranton Packing Co		35
	Scranton Passenger Ranway,	***	00
	first mortgage, due 1920	115	
	People's Street Railway, first	1.10	
	mortgage, due 1918	115	
	People's Street Railway, Gen-	110	***
,	eral 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
	Consolidated Water Supply Co		100
١	Scranton Wholesale M	anke	

(Corrected by H. G. Dale, 27 Lacka. Ave.) Flour-#1.40.

Butter - Fresh creamery, 24c.; fresh dairy, 23c.; fresh Cheese - 12a1314c

alry, 23c. Cheese—13a13½c. 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.

Philadelphia Grain and Produce.

Philadelphia, June 11.—Wheat—Firm.

4c. higher; contract grade, June. 82a824c.

Corn—Steady but quiet; No. 2 mixed.

June, 8½a85c. Oats—Steady; No. 2 white clipped. 5lc. Butter—4½c. lower: extrawestern creamery, 22c.; nearby prints, 23c.

Eggs—Firm; fresh nearby, 17½c. loss off, do. western, 18c.; do. southwestern, 17½c.; do. southers, 15c. Cheese—Steady; New York full cream, fair to good, 10a 10½c. Refined Sugars—Unchanged. Cotton—Firm, 1-16c. higher; middling uplands, 9 7-16c. Tallow—Dull and ½c. lower: city prime in tierces, 6½a6½c.; do. dark, 5½a6½c.; cakes, 6½a6½c.; do. dark, 5½a6½c.; cakes, 6½a6½c.; do. dark, 5½a6½c.; cakes, 6½a6½c. Live Poultry—Dull and lower; fowls, 13a13½c.; old roostors, 3a9½c.; spring chickens, large, 22a 4c.; do. small, 16a20c.; ducks, 12c. Dressed Poultry—Steady with a fair demand; fowls, choice western, 134/c.; do. southern and southwestern, 13c.; do. fair to good, 12a12½c.; old roosters, 8½49c.; broilers nearby, 30a35c.; do. western, 25a30c.; frozen poultry, fowls, 12a12½c.; broilers nearby, 22a25c.; do. western, 15a19c.; roasting chickens, 14a16c.; turkeys, 10a20c.; Philadelphia Grain and Produce.

Spit Blood by the Mouthful.

Mr. G. W. Martin, of Moody, Mo., was troubled with a very severe cough and spit blood by the mouthful. Chamber-lain's Cough Remedy was recommendiain's Cough Remedy was recommended to him and he now says, "I think it the best cough medicine on earth for one small bottle of it cured me." If troubled with a cough why not take this remedy and get well? Many thousands of others have done so. For sale by all druggists.

ducks, 12a16c. Receipts—Flour, 2,000 bar-rels and 1.145,000 pounds in sacks; wheat, 5,000 bushels; corn, 2,400 bushels; oats, 20,000 bushels. Shipments—Wheat, 8,000 bushels; corn, 4,000 bushels; oats, 15.00 bushels;

New York Grain and Produce Market

New York, June 11.—Flour—More active
and a shade firmer. Wheat—Spot stead;
No. 2red, 78c. elevator; No. 2 red, 78½a
78½c, f. o. b. afloat; No. 1 northern Duluth, 80½c, f. o. b. afloat. Placing a bullish construction on the crop report, tradlers bought a good deal of wheat today,
causing sharp adaynces. The close was
easy at a partial ¾c. net adaynce. July
closed 78c.; September, 75½c.; December,
77c. Corn—Spot steady; No. 2, 70c. elevator and 70¾c, f. o. b. afloat; option market
was steadled up by wheat and smaller
receipts for a time but finally eased off
and closed only ¼c. net higher. July
closed 67¾c.; September, 63¼c.; December,
50c. Oats—Spot steady; No. 2, 46c.; No. 3,
45¼c.; No. 2 white, all¼c.; No. 3 white,
51c.; track mixed western, 46a49c.; track
white, 49a55c.; options firm early but
eventually reacted. Butter—Steady;
creamery, 19a21¼c.; do. factory, 17a18¾c.;
renovated, 17a18¾c.; imitation creamery,
17¼a29c.; state dairy, 18a21c. Cheese—
Steady; new state full cream, small colored, choice, 9¾c.; white, 10½c.; large
white, 10c.; colored, 9¾c. Eggs—Steady;
state and Pennsylvania, 17a18c.; western
candled, 17a17¼c.; southern, 14a14½c. New York Grain and Produce Market

Chicago Grain Market.

Chicago Grain Market.

Chicago, June 11.—Wheat pursued an erratic course today as a result of the bullish government crop report. Prices were forced higher and corn, aided by wet weather in some of the corn states and by a dint of more muscle exertion by the big buils, followed after. Slumps came on the profit-taking but in the end July wheat was ¾a¼c, higher; July corn, ¾c, up and July oats, ¾c, higher. Provisions closed a shade to 37½c, lower. Cash quotations were as follows: Flour—Easy; No. 3, 70a72¼c,; No. 2 corn, —; No. 2 yellow, —; No. 2 oats, 4½c; No. 2 white, 46 a47c.; No. 3 white, 44¾a45¾c.; No. 1 flex seed. \$1,56; No. 1 northwestern, \$1.76; prime timothy seed, \$6,30a6.35; mess pork, per harrel, \$17.50; lard, per 100 pounds, \$10.374a 10.30; short ribs, sides, \$10.32a10.42½; dry salted shoulders, \$½a8½c; short clear sides, \$10.75a10.55; whiskey, basis of high wines, \$1.30.

Chicago Live Stock Market.

Chicago Live Stock Market.

Chicago, June 11.—Cattle—Receipts, 16,500, including 700 Texans; choice strons;
others slow; good to prime steers, \$7.55a
7.80; poor to medium, \$5.25a7; stockers and
feeders, \$2.50a5,25; cows, \$1.40a5,90; heifers,
\$2.50a6,50; canners, \$1.40a2,50; hulls, \$2.75a
5.95; calves, \$2.50a7; Texans fed steers, \$5a
6.55. Hogs—Receipts today, 41,000; tomorrow, \$5,000; left over, 5,000; strong, 5a10c,
higher; closed weak; mixed and butchers,
\$7.10a7,90; good to choice heavy, \$7.50a7,65;
rough heavy, \$7.10a7,40; light, \$7a7,35; bulk
of sales, \$7.15a7,50. Sheep—Receipts, 21,000;
sheep and lambs, slow; good to choice
wethers, \$5a6; western sheep, \$5a6; native
lambs clipped, \$5.25a6,90; western do. do.,
\$5.50a7.

Buffalo Live Stock Market. Buffalo Live Stock Market.

East Buafflo, June 11.—Cattle—Receipts, 125: strong for good; no deband for common. Veals—Receipts, 175: strong; tops, \$7:25a7.50; fair to good, \$8.50a6.75; culls to common. \$5a5.75. Hogg-Receipts, 2,690; opened active and 5a10c, higher; closed strong; heavy, \$7.45a7.35; mixed, \$7.20a7.40; pigs, \$8.50a7; roughs, \$8.85a7; stags, \$5.50a6. Sheep and Lambs—Receipts, 1.600; no choice dry fed winter lambs here; sheep and yearlings, easier; top lambs, \$6.25a 6.75; fair to good, \$5.25a6; culls to common, \$4.55a6; fair to good, \$1.25a4.60; culls to common, \$2.50a4.

OUR FOREIGN TRADE.

(Compiled for the Tribune by Walter J. Ballard.)

UR EXPORTS for the ten months ending April 30 were \$1,190,000,000, and our imports \$751,000,000, leaving us \$436,000,000 to the good in spite of the corn crop failure, the drop in the price of cotton, the phemore foreign trade, and to get it as President McKinley so wisely said just before his martyrdom: "We must have more The responsibility rests on Con gress to give us more ocean ships by passing the ship subsidy bill.

New York trade with the island of Martinique amounts to about \$550.000 annually and is of course temporarily suspended in consequence of the volcanic eruptions of Mont Pelce, but no financial failures are likely to follow this violent interrup-

tion of business relations.
On May 6 three vessels cleared from Philadelphia with cargoes of coal. The British steamer Avonmore left for Havana with 2300 tons of bituminous coal valued at \$12.650 and the British steamer valued at \$12.650 and the British steamer California started for Genoa with 3,600 tons, valued at \$6,500. The Anchor line steamship Karamania, which plies reg-ularly between New York and Mediterranean ports, has been chartered to load coal at Philadelphia for the west coast of Italy, at a freight rate of \$1.68 a ton.
Last Week's oil shipments from Philadelphia to foreign ports amounted to 12. 609,701 gallons, making the total since Jan-pary 1.135,771,991 gallons, an increase of 21,400,000 gallons over the shipments dur-ing the same periods last year.

The Bolivan Rubber company, Ltd., has been organized by American bankers at Para. Brazil, and has secured large con-cessions on the River Acre, in return for which the company obligates itself to es tablish a regular line of steamers between the River Acre and the United States.

In spite of the reduction in our cereal exports the United States still stands to the head of the list of nations which find profitable foreign markets for their products. During the nine months ending with March, our sales of merchandise abroad were \$1,062,432,158. This is about sixty millions more than the exports of Great Britain for the same period, and it is far above the record made by any other country. Not long ago an export trade of a billion annually was considered remarkable by the American people. Now we are well toward the billion and a half figure, and it would not be sur-prising if yearly sales of two billions should be witnessed before the twentieth century passes its second decade.

Only one steel vessel, one of 1,770 tons Only one steel vessel, one of 1,770 tons was built in the United States in 1900, for our foreign trade. Yet some object to ship subsidies. Two hundred and six thousand seven hundred and seventy-one tons of ships for foreign trade were built in the United States during the past decade. During the same period 12,077,358 tons of steel steamships were built in the tons of steel steamships were built in the world's shipyards, of which great Britain built 9,793,426 tons or 81.1 per cent.

Consul Tourgee, of Bordeaux, notes that, although there is a steady increase in the number of implements of Ameri-can make imported, it is almost impossible to get the ordinary French laborer to operate them with the skill and effi-ciency of the American farmer. One American workmen he says will do as much as four French laborers, and it is because of this fact that American probecause of this fact that American pro-ducers can turn out work at less expense than their French competitors, although wages are far higher. American brooms and rubber shoes, the Consul says, have made their appearance in Bordeaux in such numbers during the last two years as to seem familiar. American shoe mach-inery is used in the largest shoe factory in France, situated in Limoges, and \$250,-000 worth of American dressed kidskins were imported into that region in 1900 for the manufacture of shoes. There is a de-mand in France, says Mr. Thackaray, for American oil-burning stoves for heating American oil-burning stoves for heating purposes.

The exportation of fruits from Mar-seilles to the United States, Consul Gen-

GREEN or BLACK

is a Summer comfort as well as a Winter joy. is exhilarating and refreshing, either hot, or iced with lemon. Try it either way.

ASK YOUR GROCER FOR

REFRESHING. DELICIOUS. Sold only in Lead Packets. 50c, 60c and 70c Per Pound.

eral Skinner says, has been seriously affected of late by the increasing attention given to these products in California. In one of the smaller cities near Marseilles, where the business is centralized, factories have been closed and other cities find their trade decreasing. Pruncs for-merly shipped to New York, are now imported from California during bad crop

Consul Covert at Lyons mentions among the other articles from the United States that are sold in Lyons, cash registers, fountain pens, pencils, sausage grinders, ice cream freezers, egg beaters, stoves saws, drills, planes, lathes, time record-ers, electric fans, rolltop desks, revolving chairs, etc. American manufacturers of all sorts are highly prized. Stores have signs announcing American fabrics, and there are several so called American ba-

American exports to Canada seem to increase steadily notwithstanding the tariff discrimination in favor of England. As a matter of fact it would take mighty big duties to keep Yankee goods out of the Dominion. The Canadians more near-ly resemble us than the English in their notions and ways, and American goods are therefore as a rule more saleable in Canadian towns than English goods can ever hope to be.-Troy Times.

Our Pacific states had a foreign commerce of over \$200,000,000 last year-that the greater part of their sixty million bushel wheat crop was shipped around Cape Horn (for want of an isthmian canal) to the markets of Liverpool for Hong Kong and Shanghai in the shape of flour.

A large number of American manufacturers have or are establishing branches of their enterprises in Ontario. Canada, and everything indicates that the boundary line between the two countries will be rubbed out in due course.

American shoes are gaining trade rapid-ly in the Netherlands, where the shapely spite of the corn crop failure, the drop in the price of cotton, the phenomenally heavy demand for iron and steel and other lines of our usual export.

While our home trade is gigantic, over \$20,000,000,000 last year, we cannot live on ourselves all the time. We must have for South Africa.

> Siberian merchants are loundly con plaining that Manchuria and adjacent ports of Siberia are flooded with American, German, Japanese and other foreign goods, and that Russian trade is dis-

And so it goes day in and day out under Republican policies-progress, pro-gress, all along the line-American prestige raised—American power recognized— American consul sought—American energy felt-American capital developing the world-let us close up our ranks, stand shoulder to shoulder, and be "Americans

Wanted the King's Portrait.

A story of King Christian and an enterprising beggar is going the rounds in Copenhagen. The king takes habitually an early morning walk, accompanied by Prince Waldemar and his favorite dog. Recently, during one of these walks, a ragged man, with all the typical cringing of a beggar approached him. "Well," said the king, "what is it?" "Dare I ask your majesty for your portrait as a memente?" said the beggar humbly. Naturally the king was both surprised and pleased at this declaration of loyalty, but regretted that he did not carry his portraits about with him. "Pardon me, your majesty," retorted the tramp slyly; "if you will look in your purse you will probably find one!" The king, amused at this novel way of asking for alms, gay the man two crowns; but the police, t whom such smartness does not commend itself, have duly "marked" the man.



A Restaurant . PUTAN AD. IN THE

A Grocery Store. A Provision Store A Bakery . . . A Cigar Store.

A Pool Room. . Or Any Business

Tribune's **Business** Chance Columns

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owns and controls machinery, patents and processes for manufactaring all grades of paper, feed and by -preducts from the wasted corn stalks. This waste in the corn belt of the U.S. amounted to over 55 million tons in 1800. This enterprise will create more wealth than the utilization of the once wasted cotton seed. It will add \$3.00 per ten to all this waste corn field tonage, giving millions to the farmer, furnishing new avenues of labor and new freight to rairroads. 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 ety in this and foreign countries will use und deal in this feed. Manufacturers of celluloid, leather and rubber substitutes, insulating material, lineleum and pipe covering will be users of this cellulose.

Contracts for machinery for the first plants

FINANCIAL

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Will as an investment surpass everything in the history of industrial
money-makers. A limited amount of
stock is offered at \$1.50 per share,
par value \$10.00, fully paid and nonassessable. BUY BEFORE THE ADVANCE IN PRICE as the stock is
selling rapidly. Investors are invited
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EXPERIENCES

A Series of delightful Sketches just is-sued by the Lackswanna Raliroad. Those sketches are contained in a handsomely illustrated book called "Mountain and Lake Reserts," which describes some of the most attractive summer places in the

Sand 5 Cents in postage stamps to T. W. LEE, General Passanger Agent, New York City, and a copy will be malled you.

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THIRD NATIONAL **BANK**

OF SCRANTON.

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

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

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THE Six Eagles Mines

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 im-provement in equipment and gener-al 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,

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

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HIT --- A PALPABLE HIT!

The women are delighted with the

Such a shoe for three dollars is a

revelation. It fits the foot in every spot

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It's just right, and besides it has all the

lines of beauty that you would expect in a shoe designed for women by a woman

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of artistic taste and special skill.

"Dorothy Dodd" Shoe.

The Boots are \$3.00

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Let us show you the

Lager Beer..

Manufacturers of

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A35 to 455 .. Scranton, Pa.

Old 'Phone, 2331. New 'Phone, 2935.

RAILROAD TIME TABLES.

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

In Effect June 1, 1902.

Trains leave Scranton for New York.—
At 1.50, 3.20, 6.05, 7.50 and 19.10 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.; 1.95
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. hand, at was 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 11.40 p. m. For Elmira and way stations—10.25 a. m. For Binghamton and way stations, 2.00 a. m. Bloomsburg Division—Leave Scranton, 10.30 a. m. and 6.10 p. m.

New York, Ontario and Western.

points.
See time-table and consult ticket agents for connections with other lines.
J. C. ANDERSON, G. P. A., New York.
J. E. WELSH, T. P. A., Scranton, Pa.

RAILROAD TIME TABLES.

Lehigh Valley Railroad.

In Effect, May 18, 1992.
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 princi-D. 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,
1thaca, Geneva and principal intermediate
stations via D., L. & W. R. R., 6.35 a. m.
For Geneva, Rochester, Buffalo, Niagara Falls, Chicago and all points west via
D. & H. R. R., 7.48, 12.63 p. m.; 3.28 (Black
Diamond Express), 7.48, 19.41, 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., 25 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, 8.00, 8.23, 10.13 a. m.; 12.60, 1.29, 2.34, 152, 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

For Honesdale—6.20, 10.13 a. m.; 2.34 and 5.29 p. m.

For Wilkes-Barre—6.38, 7.48, 8.41, 9.38, 10.43 a. m.; 12.03, 142, 2.18, 3.28, 4.27, 6.10, 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 Penusylvania R. R. Points—6.33, 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—5.50, 11.31 a. m.; 2.34, 3.52, 1.52 and 11.17 p. m.

For Wilkes-Barre—9.38 a. m.; 12.03, 1.58, 2.28, 6.32 and 9.17 p. m.

For Albany and points north—3.52 p. m.

For Albany and points north—3.52 p. m.

For Honesdale—8.50 n. m.; 3.52 p. m.

For Honesdale—8.50 n. m.; 3.52 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 Potts-ville; 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, L5s p. m.), for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and Pittsburg and the West.

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

4.27 p. m., week days, for Hazleton, Sun-Schedule in Effect May 25, 1902. stations.
4.27 p. m., week days, for Hazleton, Sun-bury, Harrisburg, Philadelphia and Pitts-burg.

T. R. HUTCHINSON, Gen. Mgr.

J. B. HUTCHINSON, Gen. Mgr. J. B. WOOD, Gen. Pass. Agt. READING SYSTEM. Central Railroad of New Jersey.

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 Ealtimore and Washington, D. C., and all principal paints south and West.

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

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

For Reading, Lebanon and Harrisburg via Allentown at 7,50 a. m., 1 p. m. and 4 p. m.

For Tamaqua and Pottsville, 7,30 a. m., 1 p. m. and 4 p. m.

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