INDUSTRIAL

POWER IN THE WORLD.

Water May Be Made to Take the Place of Coal, Oil, Etc.-Method That Is Now Used in California for Securing Power-E. L. Fuller, of This City, Elected a Director of the Combined West Virginia Central and Western Maryland-D., L. & W. Board for Today.

Not many hundred years hence all the wood will be burned, the coal mines exhausted and the oil supply give out. The present enormous consumption will increase rather than decrease, and is it going to do for power? This may be the vital question of the future. At this moment electricity appears to be the only resource, and as that can be had from water, it will be a question of transmission only, which has already,

country. Next to this is the plant to be developed in Plumas county, Cal., on the north fork of the Feather river. Some interesting details are given. Two valleys are to be converted into reservoirs, or lakes, which will cover 10,000 acres, and will furnish water sufficient to generate 300,000 horse-power by the plan to be pursued-which is to convey the water through a ten-mile canal to a point where it will have the enormous fall of 1,600 feet. Referring to this project, a contemporary explains that the primary purpose of the promoters of the enterprise seems to be the generation of electric power for transmission to San Francisco for use in manufacturing. The distance covered by the transmission lines when the project is carried out will aggregate 250 when face to face with what others demiles. There are already two electric power plants utilizing Sierran water sources occupying the field, and it is not improbable that the new electric power plants opened on the headwaters of the Sacramento river will extend their transmission lines to San Francisco bay also.

Of course Texas is in oil at present, and it is hardly in order to worry over difficulties which may fall to us far in the future when our unrivaled spouters have ceased to spout, and when wood, coal and oil go too high in price for use as common fuel but it cannot be out of order to regard the enterprise the mountains. Far in the future, unless some new means of generating power is devised, we may all have to resort to the California method of making the world move.

Fuller Will Be a Director.

Either Joseph Ramsey, Jr., president of the Wabash, or F. S. Landstreet, will, it is said by a member of the Gould-Fuller syndicate, be the president of the combined West Virginia Central and Western Maryland railreads, the eastern extension of the Gould lines. If the two lines be not land. The name of the company will not be changed at present.

About the first of July the Baltimore John M. Hood, for many years president of the Western Maryland railroad; S. Davies Warfield, president of the Howard or George Gould.

D., L. & W. Board for Today. Following is the make-up of the Delaware, Lackawanna & Western

board for today: WEDNESDAY, JUNE 18. Summits West-12 m., Frounfelker. Pushers-7 a. m., F. Case, 11.45 a. m. Coslar, 7.30 p. m., Lattimer; 9 p. m., C. Helpers-1.30 a. m., McGovern; 7 a. m., Gaffney; 10 a. m., Secor; 4.30 p. m.

NOTICE. The following conductors and their crews will go out as indicated and each make two round trips in place of the reg-

11. Gilligan in place of James Gahagan, on No. 52 Tuesday, June 17. J. Gerrity in place of J. J. Kearney, on No. 54, Tuesday, June 17.

J. 11. Swartz in puace of John Murphy, on No. 56. Wednesday, June 18. George Thomas in place of John Winters on No. 52, Wednesday, June 18, f. G. Wilmot in place of A. Hopkins, on No. 51, Wednesday, June 18, P. J. Allen in place of Peckens, on No. 61, Wednesday, June 18,

15d Stack in place of R. Stack, on No 51, Thursday, June 19.

WHY AMERICANS WIN.

One of the Open Secrets of the Successful Yankee Invasion.

From the Troy Times. J. C. Stewart, the representative of a contracting firm which constructed the great works of The British Westinghouse Electric and Manufacturing com-pany at Trafford Park, Manchester, England, in nine months, after English

builders had declared it would take several years to complete the undertaking, is now on a brief visit to this country. In a little talk about his experiences in England he throws some further light on the "American invasion" and helps to explain why American enterprise makes headway abroad:

"Our feat of completing \$7,500,000 worth of buildings for the Westingcompany inside of nine months has created a great furore throughout

Violent Attack of Diarrhoea Cured and Perhaps a Life Saved.

'A short time ago I was taken with violent attack of diarrhoea and believe I would have died if I had not gotten relief," says John J. Patton, a leading citizen of Patton, Ala. "A friend recommended Chamberlain's Colle, Cholera and Diarrhoea Remedy. I bought a twenty-five cent bottle and after taking three doses of it was entirely cured. I consider it the best remedy in the world for bowel complaints." This remedy is certain to be needed in almost every home before the summer is over. It can always be depended upon, even in the most severe and dangerous cases. It is especially valuable for summer diarrhoea in children. It is pleasant to take, never falls to give prompt relief. Why not buy it now and be prepared for such an emergency? For said by all druggists.

England. Both houses of parliament have taken a great interest in our un-dertaking, and references to what we AND LABOR have accomplished are frequently made in their reports upon things industrial. POSSIBLE SOURCE OF FUTURE house works to see how we accomplished so much in such a limited time. The

when the world runs out of fuel, what we had built the entire works in nine

to a great extent, been solved.

Niagara Falls now tas the largest electrical transmission plant in the other materials in proportion. The

This is a sample, but a fair one, of what Americans are capable of doing, and it explains our industrial supremacy. American ingenuity and energy are always equal to the occasion, even

"OLD GLORY."

From the Boston Globe.

The flag, the Stars and Stripes, was named "Old Glory" in 1851 by a Salem, Mass., skipper named William Driver. He was at that time captain of the brig Charles Doggett.

Captain Driver was a successful deepsea sailor, and at the time of bestowing the name "Old Glory" in the Stars and Stripes, he was preparing to shape the brig's course to the Southern Paciof Californians, who are thus prepar- fic. The story is told by the compiler ing to introduce over a line 250 miles of the genealogical memoir of the long a power picked up, as it were, in Driver family, Harrlet Ruth (Waters) Cooks.

Just before the brig left Salem, a young man at the head of a party of friends saluted Captain Driver on the deck of the Doggett and presented him with a large and beautifully made American flag. It was done up in stops, and when sent up aloft and broke out to the air, Captain Driver christened it "Old Glory."

He took it to the Southern Pacific, and years after, when old age forced him to relinquish the sea, he treasured the flag as an old friend.

Captain William Driver removed to merged Mr. Ramsey or Mr. Landstreet Nashville, Tenn., in 1857, and he died will be president of the Western Mary- there in 1886. Previous to the outbreak of hostilities between the North and the South, "Old Glory" was flung to the breeze every day from the window of city directors in the company will re-tire. Their places will be filled by the when the bullets began to zip and the following, who will be named by the odor of gunpowder to taint the air the

It was kept out of sight inside a great bed comfortably until February 27, 1862, when Brigadier General Nelson's wing Continental Trust company E. L. Ful-ler. Colonel Myron T. Herrick, F. S. ville, when Captain Driver presented it Landstreet, Winslow S. Pierce and to the general, to be hoisted on the capitol. It was run up, and Captain Driver himself did the holsting. He watched it through the night, and, a heavy wind coming up, he took it down and sent a new flag up in its place.

The original "Old Glory" was beginning to ribbon. The second flag owned by Captain Driver was given to the Sixth Ohio when that regiment left Nashville for home. It was placed in the rear of a baggage wagon, where a mule nosed it out and devoured it. The original "Old Glory" was pre-

served, and after the death of Captain Driver, in 1886, it was presented by the compiler of the Driver memoir to the Essex institute, at Salem, Mass., where it may now be seen.

ANNOUNCEMENTS OF THE RAILROADS

National Delegation Association, Minneapolis, Minn., July 7th-11th. For the above occasion the Lackavanna Railroad will sell special excursion tickets to Minneapolis, good going July 4th, 5th, and 6th, at \$30.50 for round trip, and to be available for return passage leaving Minneapolis not earlier than July 8th, or later than July 14th, except by depositing tickets with Joint Agent at Minneapolis not later than July 14th, and upon payment of a fee of 50 cents at the time of deposit, an extension of the limit of leaving Minneapolis to and including Sept. 1. Delegates will please bear in mind the fact that by leaving Scranton on the Lackawanna Railroad, only one change of cars, Chicago, is necessary. A popular time is leaving Scranton at 6:50 p. m., arriving Minneapolis 7:45 the

Low Rates to Asheville, N. C., and Return via Southern Railway.

The Southern Railway will sell round trip tickets to Asheville, N. C., Aug. 17, 18 and 19, good to return until Aug. 1902, at rate of one fare, account of the meeting Society of American Florists and Ornamental Horticulturalists. This rate is applicable to the general public. The round trip rate from Washington will be \$14.95. Through Pullman drawing-room sleeping cars to Asheville daily. Charles L. Hopkins. district passenger agent, Southern Railway, 828 Chestnut street, Philadelphia, will furnish all information.

Low Rate of Fare to Denver, Colorado.

On account of the Sunday School In-ternational association triennial convention to be held at Denver, Col., June 26 to July 2, special round-trip first-class tickets may be purchased of the Lackawanna railroad ticket office at one-way fare for the round trip. \$45.25. Tickets will be sold and good going

On the return trip, the payment of 25 cents to the joint agent, same will be validated for return passage to August 31, 1902.

THE MARKETS

Wall Street Review.

New York, June 17. - Yeaterday's volume of activity in stocks was about mainly one of the construction of the masters there simply do not understand how to handle men.

"I arrived in London April 5, 1901, to take charge of the construction of the Westinghouse plant. A former contractor had been working on the buildings, but had accomplished practically nothing. The Westinghouse company was in a dilemma. The plant had to be completed within the year, and the British contractors were almost unanimous in their declarations that the work required could not be finished inside of five years. Under such discouraging conditions our firm assumed control. I found 236 men employed. In four weeks I had increased the force to 2,500 men, and kept increasing it until I had 4,500 men going. The finishing it months."

The English plant consists of numerical such as per contract, on December 31. Thus we had built the entire works in nime months."

The English plant consists of numerical such as a serious were placed upon the buildings, as per contract, on December 31. Thus we had built the entire works in nime months."

The English plant consists of numericals in the buildings, 13,500 tons of street in the buildings, 13,500 tons of the street of the properties of the street of the proper

The following quotations are furnished The Tribune by Haight & Freeze Co., 34-315 Mears building. W. D. Runyon, man-

	Oner	High	Low	Cla
Amal Copper	2.0	29	4 67	86
Amal. Copper	124	337g	33	* ***
Am. C. & F. American Ice Am. Ice, Pr. Am. Locomotive Am. Loco, Pr. Am. S. & R. Co., American Sugar	1735	1752	1714	33
Am. Ice. Pr		56	5558	63
Am Locomotive	20146	331/4	3314	55 33
Am Loco Pr	9546	9454	935	94
Am S & P Co	493	487	481	43
American Surar	19714	12756	12558	12
Anaconda Counce	111	114	114	114
American Sugar Anaconda Copper Atchison Atchison Atchison Pr Buit & Ohio Brook R. T Canadian Pacific Ches & Ohio	5014	821/4	825%	8.2
Atchison Pe	10016	101	10015	100
Bult & Ohio	1057	10614	10578	100
Brook R T		67 1/4	66%	67
Canadian Pacific	Phone:	137	13652	136
Ches. & Ohio	471	1214	47	47
Chicago & Alton C., M. & St. P C. R. I. & P Col. Fuel & Iron	2716	3716	3674	36
C M & St P	17916	1788	17244	173
CRIEP	1791	1724	17214	172
Col Fuel & Iron	061	381	5814	98
Col & Southern	115	3195	3114	31
Col. & Southern Col. & South., Pr., Del. & Hud Dis. o American	UIL	4414	441	
Dal & Had	1701	1765	17654	176
Dis o American	971	3779	971	37
Frie	10012	6874	3714 6812	68
Erie Erie, 2d Pr Hocking Valley Illinois Central	5915	110.74	5834	93
Hooking Valley		2317		85
Illinois Central	120	85	8494	150
Kan City & Sauth	0417	15316	153	153
Louis E South	1.0714	3414	3414	34
Manhatten	10000	13715	137	137
Maillattan	1707	13115	13034	131
Morton Control	007	1513 ₄	150%	151
Ma lan Contrat		251	28%	
Mo 15 6 Team De	2.9	2376	26%	25
Mo Paulda	105.95	252	581	53
N. Control	111004	10714	1955	197
limois Central Kan. Clty & South Louis, & Nash Manhattan Met. St. Ry Mexican Central Mo. Kan. & Tex. Mo. Kan. & Tex. Mo. Pacific N. Y. Central Norfolk & West Pacific Mail Penna. R. R People's Gas Pressed Steel Car Reading	10004	15614	156	156
Contolk & West	0.00	C 63 4 7 7 2	57	57
Davids Mast	9-31	2212	3956	33
Pacific Mail	11.12	4116	411/9	411 150
Political It. It	1.01 4	150%	15016	1000
People's Gas	10204	1023	10244	1025
Pressed Steel Car. Reading. Reading, 1st Pr. Reading, 2nd Pr. Republic Steel. Republic Steel. Republic Steel. Pr. St. L. & San. F. Southern Pacific. Southern R. R. Southern R. R. Tenn. Coal & Iron Texas & Pacific.	33.5	177	4614	471
Reading	0.00	61.52	6515	671
Reading, 1st Pr	. S474	85,13	912	85
Reading, 2nd Fr	7018	71	7014	701
Republic Steel	. 18	18 74 7014	18	18
Republic Steel, Pr .	. 74	74	7374	733
St. L. & San. F	. 497 W	7014	6336	701
Southern Pacific	4 643m	65	6174	647
Southern R. R	3714	2714	37	37
Southern R. R., Pr.	95%	9591	9734	25
Tenn. Cont & Iron.	6116	644	6414	613
Texas & Pacific	. 111/2	42	4115	417
I nion Pacific	10514	10516	10174	1051
Tenn. Conl & Iron. Texas & Pacific Union Pacific Union Pacific. Pr. U. S. Leather U. S. Leather, Pr. U. S. Steel U. S. Steel Wabash	. 8825	gen/	8812	581
1. S. Leather	1315	1334	131%	133
L. S. Leather, Pr	840	8112	84%	843
. S. Steel	363	39	2974	39
S. Steel, Pr	. 8874	89	888	588
Wabash	277	2778	2714	273
Wabash, Pr	4174	45	4.175	45
Western Union	. 92	900	017	92
Wheel, & L. E	. 221	2214	0.914	991
Wabash Wabash, Pr Western Union Wheel, & L. E. Wisconsin Central, Money, 3 percent.	2714	2712	2704	279
			121 (VE)	
CHICAGO GRAI	N C 1	DOW	ICTON	

Mestern I mion .	92	501	9174	9.2
Wheel & L. E Wisconsin Centra Money 3 percent	991	\$ 0014	0.014	6901/
Wisconsin Centra	1 971	9713	97.0	9734
Money, 3 perecei	nt.		-178	-1.76
CHICAGO GR	AIN &	PRO	VISIO	N.
TVEHEAT	Onen	IIIab		71
July	70	795.	714	791.
Sentember	7074	7117	267	10.77
CORN.		4.4.14	1978	4008
July September	6475	6715	6434	6715
September	5894	59	Tables.	7.0
OATS.		1071 32	· /a	970.0
July	2714	3716	27	9714
September	2814	0.55	2614	96.17
PURK.			0.3/2	-072
July	17.62	17.65	17.59	17.55
September	17.75	17.77	17.78	
LARD			Service Head	1000000
July	10.17	10.17	10.15	10.15
September	10.25	10.25	10.20	10.90
RIBS			11533	
July	10.30	10.49	10.30	10.40
September	10.25	10.97	10.00	10.99
	Open.	High.	Low. C	lose.
July	8.60	8.63	8.59	8,50
August	8.29	8.34	8.20	8.20
September	8.01	8.03	7.93	7.93
October	7.90	7.91	7.51	7.82
NEW YORK O	10.25 COTTO Open, 8.60 8.29	10.27 ON MA High, 8.63 8.24	10.22 RKEET Low. C 8.59 8.70	10.22 r. Slose. 8.50

Scranton Board of Trade Exchange Quotations-All Quotations Based on Par of 100. STOCKS. Lackawanna Dairy Co., Pr....

STOCKS.	Bid.Asked	
Lackawanna Dairy Co., Pr	69	
County Sav. Bank & Trust Co.	DOG	New York Grain and Produce Market
First Nat. Bank (Carbondale).		New York, June 17 Flour-Quiet but
Third National Bank	550 500	steady. Wheat-Spot steady; No. 2 red,
Dime Dep. & Dis. Bank	7.7	70% a alegatow No. 1 and 70% and -
Property I II & D. C.	300	78%c. elevator: No. 2 red, 79%a80%c. f. o.
Economy L., H. & P. Co	46	b. afloat; No. 1 northern Duluth, 801fe. 1.
First National Bank	1300	o. b afloat; options showed considerable
Lack. Trust & Safe Dep. Co	195	activity and strength. It reacted at mid-
Clark & Snover Co., Pr	125	day but later rallied again with corn
Scranton Savings Bank	1000	and closed steady at a partial 1kc. net ad-
Traders' National Bank	003	vance, July closed 78%c.; September,
Scranton Bolt & Nut Co	125	765ac.; December, 773c. Corn-Spot dull;
People's Bank	135	No. 2, 681sc. elevator and 691sc. f. o. b.
	***	affoat; options quiet and steady here but
BONDS.		excited at Chicago over a sensational
Scranton Packing Co	35	scare of July shorts due to manipulation.
Scranton Passenger Ranway.	0.00	In the less shorts due to mampulation.
first mortgage, due 1920	115	In the last hour the local market turned
People's Street Railway, first	*10.	firm in sympathy and closed 4c. net
mortgage, due 1918	115	higher; July closed 66%c.; September,
People's Street Railway, Gen-	110	631/2c.; December, 50%c. Oats-Spot quiet;
eral mortgage, due 1921	115	No. 2, 46c.; No. 3, 454c.; No. 2 white, 52c.; 4
Scranton Trac. Co., 6 per cent.		No. 3 white, 5116e.; track mixed western,
Economy I II & Der cent.	115	46a48c.; track white western, 50a55c.; track
Economy I., H. & P. Co	97	white, state, 50a55c.; options quiet but a
N. Jersey & Pocono Ice Co	97	trifle steadier following corn. Butter-
Consolidated Water Supply Co	105	Firm; creamery, 19acle.; do. factory, 16a
	C4000	181gc.; renovated, 17a20c.; imitation cream-
Scranton Wholesale M	taslye	ery, 17a20c.; state dairy, 18a21c. Cheese-
		Stonday now state dairy, 18821c, Cheese-
(Corrected by H. G. Dale, 27 La	icka. Ave.)	Steady; new state full cream, small col-
Flour\$4.40.	Printed in the second of	ored, choice, 9c.; white, 9%c.; large col-
Butter - Fresh creamery, 2	de.: fresh	ored, 9%c.; large white, 9%c. Eggs-Firm;
dairy, 23c.		state and Pennsylvania, 171/207c.; western 80
Cheese-13a1315c.		candled, 17a1712c.; southern ungraded, 15a 19
Eggs-Nearby, 18c.; western,	17160	166.
Marrow Beans-Per bushel, \$	2 2509 40	
Green Peas Per bushel \$9.05	w.00tta-10.	Chicago Guein Worket

dairy, 23c.
Cheese—BattPgc.
Cheese—BattPgc.
Eggs—Nearby, 18c.; western, 174c.
Marrow Beans—Per bushel, \$2.35a2.40.
Green Peas—Per bushel, \$2.55.
Onions—Bermudas, \$2.60 per crate.
Potatoes—Per bushel, 80c.

Philadelphia Grain and Produce.

Philadelphia, June 17.—Wheat—Duil but steady; contract grade, June, \$1a1\forall \$12\colon Corn—Nothing offering. Oats—Firm, \$16\colon Corn—Inchanged. Provisions—Butter, \$16\colon Corn—Inchanged. Provisions—Butter, \$17\colon Corn—Inchanged. Oats—Firm; good demand; fresh nearby, \$17\colon Corn—Inchanged. Oats—Inchanged. Oats—Inchanged. Sugars—Unchanged. Cotton—I-lic, lower; middling uplands, \$16\colon Corn—I-lic, lower; cakes, \$1\square\colon Corn—I-lic, lower; middling uplands, \$16\colon Corn, \$16\colon Cor Philadelphia Grain and Produce.

THIRD NATIONAL . BANK

OF SCRANTON.

A Developed Working Mine Capital, \$200,000 Surplus, \$600,000 A limited amount of stock is now being offered to raise money for im-

Pays 3% interest on Awarded Bronze Medal savings accounts whether At the Pan-American Exposition at

large or small.

from 7.30 to 8.30.

Open Saturday evenings

1202 Crozier Bldg., Philadelphia, Pa.

FINANCIAL

THE

An investment opportunity of ex-

traordinary merit. It is the best known mining property in the state

Not a Prospective Proposition.

provement in equipment and gener-

Buffalo last season

Stock now selling at \$.50 a share.

The price will soon be advanced. Get

Write for full particulars,

Chicago Grain Market.

Chicago Live Stock Market.

Chicago, June 17.—Cattle—Receipts. 4.500, neluding 1.200 Texans; slow and steady;

in now on the ground floor.

al development of the property.

of Washington.

Of anything in the line of optical goods we can supply it.

Spectacles and Eye Glasses

Properly fitted by an expert

From \$1.00 Up 1 Also all kinds of prescription work and repairing.

Mercereau & Connell, 132 Wyoming Avenue, *************

good to prime steers, nominal, \$7.50as; poor medium, \$5a7.40; stockers and feeders, \$2.50a5.25; cows, \$1.60a5.69; helfers, \$2.55a6.25; canners, \$1.40a.40; bulls, \$2.50a; \$5.50; calves, \$2.25a6; Teas steers, \$4a6.30. Hogs-Receipts today, 24.500; tomorrow, 35.600; steady to 5c. lower; mixed and butchers, \$7a7.40; good to choice heavy, \$7.35a7.52½; rough heavy, \$7.10a7.59; light, \$1.99a7.25 bulk of sales, \$7.10a7.35; light, \$1.99a7.25 bulk of sales, \$7.10a7.35; light, \$1.99a7.25 bulk of sales, \$7.10a7.35; light, \$1.99a7.25 bulk of sales, \$7.10a7.5; sheep-Receipts, \$1.000; sheep, steady; lambs, choice higher; good to choice wethers, \$4.75a5; fair to choice mixed, \$1a4.75; western sheep, clipped, \$4.50a4.85; native lambs, \$5.50a6.90; spring lambs, \$7.60. Chicago Grain Market.

Chicago, June 17.—Corn was on the rampage today and headed by the buil crowd that has cornered July options, led the unfortunate shorts a rapid and exciting chase. Early in the day the word went around that the screws were to be put on the shorts long before the settling day. Nervousness pervaded the pit and soon the shorts began to accept the inevitable and got out of their deals with as little as possible. A tight hand was held on much of the corn early but soon the market ran away. The bulls did not seem to care to keep it in check and the day closed with a net gain of 3½ in July corn. Other pits were neglected in the interest that centered in corn and July wheat closed only a shade down and July oats a shade lower. Provisions closed 2½ to 7½c. lower. Cash quotations were as follows: Flour—Steady; No. 2 spring wheat.

—; No. 3, 71¾a72½c.; No. 2 red. 78a79c; No. 2 corn. —; No. 2 vellow. —; No. 3 oats, 42½a46½c.; No. 2 rye. 38a60c.; good feeding barley. —; fair to choice malting. 67a48c.; No. 1 flax seed, 31.56; No. 1 northwestern, 41.76; prime timothy seed, 36.15; mess pork, per barrel, 417.62; short clear sides, 41.56; shoulders. 85a88c.; short clear sides, 41.56; shoulders

Buffalo Live Stock Market. East uffalo, June 17.—Cattle—Receipts, \$7.50; comsisting of slippery, common and half fat held over stock; quotable steers, \$4.50a5; helfers, \$3.55a4.55; cows, \$2.75a2.55. Veals—Dull, slow and 25c lower. Hogs—Receipts, 400; active, strong to 5c higher on light hogs; steady on heavy; heavy, \$7.50a7.60; mixed, \$7.35a7.45; pigs, \$7.10a7.15; roughs, \$6.80a7.10; stage, \$5.50ac. Sheep and

East Liberty Live Stock.

East Liberty, June 17.—Cattle—Steady; choice, \$6.15a6.50; prime, \$6.75a7.15; good, \$6.80. Hogs—Slow; prime hogs, \$7.40a7.55; mediums, \$7.55a7.30; heavy Yorkers, \$7.90a7.25; light do. \$7.10a7.15; pigs, \$7a7.10; roughs, \$5a7. Sheep—Slow; best wethers, \$4.55a4.70; culls and common, \$1.50a2; choice lambs, \$6a6.50; yeal calves, \$7a7.50.

Oil Market. Oll City, June 17.—Credit balances, 120; certificates no bid: shipments, 108,718 bar-rels; average, 93,381 barrels; runs, 88,983 barrels, average, 73,388 barrels,

WE GIVE TRADING STAMPS.

The Tauliless Tilling
Shoe' for Women

Great Success

The women are delighted with the

Such a shoe for three dollars is a

revelation. It fits the foot in every spot

-it doesn't wrinkle nor does it pinch.

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

of artistic taste and special skill.

"Dorothy Dodd" Shoe.

The Boots Are \$3.00

0xfords, \$2.50

(A Few Specials 50c Extra.(

new show that is caus-

ing the sensation in

The Brooks &

Sanderson Shoe Co.

the shoe trade.

Let us show you the

Lager Beer..

Manufacturers of

Old Stock

Brew ry. 435 to 455. Scranton, Pa.

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

RAILROAD TIME TABLES.

Lehigh Valley Railroad.

Lehigh Valley Railroad.

In Effect June 15, 1902.

Trains Leave Scranton.

For Philadelphia and New York via D. & H. R. R., at 7.41, through Parlor Car and Day Coach Carbondale to New York and 9.47 a. m., with L. V. Coach Carbondale to Philadelphia, and 2.18, 4.35 (Black Diamond Express), and 11.39 p. m. Suncays, D. & H. R. R., 1.58, 8.27 p. m.

For White Haven, Hazieton and principal points in the coal regions, via D. & H. R. R., 7.41, 2.18 and 4.35 p. m. For Pottsville, 7.41 a. m.

For Bethlehem, Easton, Reading, Harrisburg and principal intermediate stations, via D. & H. R. R., 7.41, 9.47 a. m.; 2.18, 4.35 (Black Diamond Express), 11.49 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. and 2.40 p. m.

For Geneva, Rochester, Buffalo, Niag-

stations via D., L. & W. R. R., 6.35 a. m. and 3.30 p. m.

For Geneva. Rochester, Buffalo, Niagara Falls, Chicago and all points west via D. & H. R. R., 12.03 p. m.; 3.28 (Black Diamond Express), 10.41, 41.49 p. m. Sundays, D. & H. R. R., 12.03, 8.27 p. m.

Pullman parior and siceping 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., 25 Cortland street, New York.

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

For tickets and Pullman reservations apply to city ticket office, 49 Public Square, Wilkes-Barre, Pa. Delaware, Lackawanna and Western.

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

Trains leave Scranton for New York—At 1.50, 3.20, 6.65, 7.50 and 10.10 a. m.; 12.40, 3.45, 3.45, p. m. For New York and Philadelphia—7.50, 10.10 a. m., and 12.40 and 3.35 p. m. For Gonidsboro—At 6.10 p. m. For Buffalo—1.15, 6.22 and 8.00 a. m.; 1.55, 6.50 and II.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., 1.05 p. m. Oswego, Syracuse and Utica train at 6.22 a. m. daily, except Sunday, For Montrose—9.00 a. m.; 1.55 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 8.05 p. m.

Sunday Trains—For New York, 1.54, 2.20 and 8.05 p. m. p. m. For Plymouth, at 8.10 a. m.; 3.40 and 8.05 p. m. Sunday Trains—For New York, 1.50, 3.20 c.605, 10-10 a. m.; 3.40 and 3.35 p. m. For Buffalo—1.15 and 6.72 a. m.; 1.55, 8.50 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.

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

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.

For Tamaqua and Pottsville, 7.30 a. m., 1 p. m. and 4 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. Central Railroad of New Jersey.

station.

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

Delaware and Hudson. In Effect June 16, 1902.

Trains for Carbondale leave Scranton at 44, 7.36, 8.36, 10.13 a. m.; 12.05, 1.12, 2.34, 3.56, 29, 6.25, 8.24, 9.15, 10.04 p. m.; 12.18, 1.33 a.m. For Honesdale—6.44, 10.13 a. m.; 2.34 and

For Honesdale—6.44, 10.13 a. m.; 2.34 and 5.29 p. m.
For Wilkes-Barre—6.38, 7.41, 8.41, 9.47, 10.53 a. m.; 12.03, 1.42, 2.18, 3.28, 4.35, 6.19, 7.48, 10.41, 11.49 p. m.
For L. V. R. R. Points—7.41, 9.47 a. m.; 2.18, 4.35 and 11.49 p. m.
For Pennsylvania R. R. Points—6.38, 9.47 a. m.; 1.42, 3.28 and 4.35 p. m.
For Albany and all points north—7.36 a. m. and 3.56 p. m.
SUNDAY TRAINS.
For Carbondale—8.59, 11.33 a. m.; 2.11, 3.56, 5.52 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—3.56 p. m.
For Honesdale—8.50 a. m.; 11.33 and 3.52 p. m.

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

Pennsylvania Railroad.

Pennsylvania Railroad.

Schedule in Effect June 16, 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.

9.47 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.

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

4.35 p. m., week days, for Hazleton, Sunstations. 4.35 p. m., week days, for Hazleton, Sun-bury, Harrisburg, Philadelphia and Pitts-

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

New York, Ontario and Western.

Time Table in Effect Sanday, June 15, 1902.

NORTH BOUND TRAINS.
Leave Leave Arrive

Trains. Scranton. Carbondale. Cadosia.
No. 1 ... 10.30 a. m. 11.10 a. m. 1.00 p. m.
No. 2 ... 4.00 p. m. 444 p. m. 6.00 p. m.
No. 7 ... 610 p. m. Ar Carbondale 6.46 p.m.
Sol'TH BOUND.

Leave Leave Arrive

Trains. Cadosia. Carbondale Scranton.
No. 6 ... 8.40 a. m. 10.01 a. m. 10.40 a. m.
No. 4 ... 8.40 a. m. 10.01 a. m. 10.40 a. m.
No. 2 ... 215 p.m. 400 p. m. 445 p.m.
SUNDAYS ONLY. NORTH BOUND.
Leave Leave Arrive

Trains. Scranton. Carbondale. Cadosia.
No. 9 ... 8.30 a. m. 9.10 p. m. 10.45 a. m.
No. 5 ... 7.00 p. m. Ar. Carbondale 7.45 p.m.
SOL'TH BOUND.
Leave Leave Arrive

Trains. Cadosia. Carbondale. Scranton.
No. 5 ... 7.00 p. m. Ar. Carbondale 7.45 p.m.
SOL'TH BOUND.
Leave Leave Arrive

Trains. Cadosia. Carbondale. Scranton.
No. 5 ... 7.00 p. m. Ar. Carbondale 7.45 p.m.
SOL'TH BOUND.
Leave Leave Arrive

Trains. Cadosia. Carbondale. Scranton.
No. 10 ... 420 p.m. 6.50 a. m. 7.25 a. m.
Trains Nos. 1 on week days, and 9 on
Sundays connect for New York city. Middletown. Walton. Norwich. Oneida, Oswego and all points west.
Train 3 for Poyntelle. Walton, Delh!,
Sidney, Norwich and all New Berlin branch points.

Train No. 6. with "Quaker City Express" at Scranton. via C. R. R. of N. J.,
for Philadelphia. Atlantic City. Baltimore Washington and Pennsylvania stata points.
See time-table and consult ticket agents

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.