INDUSTRIAL AND LABOR

REPORT ON THE 1901 PRODUC-TION OF COAL.

Returns from Producers of 97 Per Cent of the Output Show That Last Year Exceeded That of the Previous Year of Eight Per Cent .-- Production of Anthracite in Pennsylvania Showed a Phenomenal Increase-Petroleum Briquettes as Manufactured in France.

The United States geological survey has completed a report of the production of coal in this country for the year 1901, which is interesting in view of the strike now on in the anthracite fields. The figures are enormous and show a large gain over the preceding year.

The returns are from producers of 97 per cent, of the usual output, and show that in 1901 the production amounted to 292,240,758 short tons, valued at \$348,-813,831. In 1900 the output was 269,881,-827 short tons. The increase last year, then, was 22,358,931 tons, or 8 per cent., valued at \$41,922,467. The production of anthracite in Pennsylvania showed phenomenal increase, the gain being 171/2 per cent. over 1900, which is the largest increase made by the anthracite trade in twenty years. This gain was due in According to the latest statistics, producing bituminous coal, being exceeded only by Pennsylvania. Of the but four showed increased production in 1901. The four states which lost ground were California, Montana, New Mexico and Tennessee, The following table shows the coal production for

	4	4.00
Bituminous.	product.	valu
Alabama	9,078,677	\$ 9,987.8
Arkansas	1,784,136	2,033.1
California	151,079	394.1
Colorado	5,699,016	6,411.8
Georgia and North		
Carolina	354,825	426.6
1dnho	- 0	
1llineis	27,313,296	28,452,2
Indiana	6.962,940	7,078,8
Indian Territory	2,406,943	3,887.7
Iowa	5,578,522	8,016.2
Kansas	4,880,526	5,973,2
Kentucky	5,487,994	5,208,0
Maryland	5,113,127	5,016.4
Michigan	1,040,530	1,543.7
Missouri	3,799,993	4,703,1
Montana	1,396,081	2,009.3
New Mexico	1,086,546	1,546,6
North Dakota	105,085	212,6
Ohlo	19,695,723	19,789,9
Oregon	69,011	173,6
Pennsylvania	82,914,840	\$2,009,9
Tennessee	3,546,551	3,969,2
Texas	1,086,012	1,885.00
t'tah	1,322,613	1,666,0
Virginia	2,953,999	2,523,2
Washington	2,578,217	4,271.0
West Virginia	23,816,434	20,908,70
Wyoming	4,485,374	6,000,4
	A STATE OF THE STA	- COMM 14 8

Total bituminous....221,769,091 \$236,309,811 Pennsylv'ia anthracite 67,471,967 112,594,029

Compared to other countries the United States produces nearly 20 per cent, more coal than Great Britain, 80 per cent, more than Germany, 700 per cent, more than Austria-Hungary and more than 800 per cent, more than

Great Britain's output in 1901 was 8. 000,000 tons less than in 1900. The British dependencies are developing their Charles H, Biesecker, S. Van Sickle, W coal mines rapidly, however, and as the fields recently discovered in British B. F. Ackerley, A. J. Thompson, John Columbia are said to be practically in-Butterfield, S. A. Whitney, George exhaustible England has no fear that she will lack for fuel.

Petroluem Briquets in France. The briquets are mostly composed of

petroleum, crude or refined, and possess all the advantages of coal and petroleum without the inconveniences of either. They weigh one-half as much as coal; leave only 2 to 3 per cent. of residue: do not form clinkers; do not melt or run; burn without smell or smoke; do not absorb moisture; will float on the water (density, 0.850); do not explode, and are not liable to spontaneous combustion under any circumstances; will keep indefinitely, retaining all their qualities of combustion; give off a very white flame eight to ten inches high; produce twice as much heat as coal; can be used in any kind of furnace; and are easy and agreeable to handle. The manufacture of these briquets is

very simple. They are made without heat and no danger attends the oper-The petroleum is placed in one tank

and the chemicals in another, and both are allowed to run into a mixing apparatus, when the chemical combination is formed immediately. The product is then passed to a press, where the desired form is given; the briquet is now ready for use or it can be stored. The pressure used in molding the forms is about 300 pounds per square inch.

As will be seen, the mode of procedure is very simple and the necessary plant very inexpensive, requiring only tanks, mixer, and press, with small motor power for the latter two. Works erected at a cost of, say \$20,000 would turn out several hundred tons a day. The use of this chemical combination as a binder and curicher solves a difficulty frequently encountered in the making of coal-dust for sawdust bri-

quets.-United States Consular Reports. Tunnels and Trolleys.

Expectation is that the Hudson river tunnel will be ready for use some time in 1904. Title of the company organized under the laws of New York to com-plete the tunnel is the New York and Jersey railroad. This company succeeded to the property and franchises of the Hudson Tunnel Railway com-Terminals on both sides of the river have been acquired, the New York terminal being located on the bounded by Christopher, Tenth, Greenwich and Hudson streets. Electric cars will come to the surface at this station and transfers of passengers will be made to both the elevated and Metropolitan street railway lines in

The expectation is that in due course Jersey trolley lines generally will reach New York through the tunnel, and for this reason interest, attaches particularly to the through trolley line Phila-delphia to New York, of which the

The widest possible publicity should be given to the fact that summer diarrhoea in children and cholera infantum ran always be cured by the judicious use of Chamberlain's Colle, Cholera and Diarrhoea Remedy. It never fails. When reduced with cold water and sweetened it is pleasant to take, which is very important when a medicine must be given to small children. For sale by all druggists.

Camden and Trenton and the Trenton and New Brunswick railways are important links. The projected tunnel under the Delaware river between Philadelphia and Camden, to be used mainly by electric lines, adds interest to the comprehensive plans now being exe-cuted looking to consolidation of Jersey

electric lines into one company.

When this consolidation shall have been made it is believed that the Consolidated Traction company of New Jersey (controlled by people to whom the Pennsylvania railroad is friendly) will be found to dominate the electric railway field of that state.

Today's D., L. & W. Board. Following is the make-up of the Delaware, Lackawanna and Western board for today:

MONDAY, JULY 14, 1902.

Pushers-7 a. m., Houser; 11.45 s. m., Lamping; 7.30 p. m., O. Burkhart; 9 p. m.,

Case.

Helpers-1.30 a. m., Cosiar; 7 a. m., Wid-ner; 10 a. m., William Wardell; 3.15 p. m., Lattimer.

NOTICE. H. Gilligon and crew will run No. 56 Monday morning, July 14.

This and That.

The Lackawanna colliery at Olychant, Pa., and the Northwest colliery at Carbondale, Pa., are to be equipped with forced draft apparatus. Large steel-plate fans driven by directconnected engines of the marine type are to be installed.

The Andrew Carnegie gold medal for 1902 has been awarded by the Council of the Iron and Steel Institute to Dr. J. A. Mathews, of New York, for the part to the decreased output in 1900, research carried out by him as a holder owing to the miners' strike that year. of an Andrew Carnegie research scholarship during the past year. The medal, Illinois ranks second in the list of states producing bituminous coal, being ex- of the royal mint. The first recipient, Dr. Mathews, has previously received twenty-seven coal producing states all a fellowship for the encouragement of scientific research from Columbia college, New York, where he has been working under the guidance of Prof. H. M. Howe. For the present year the Council of the Iron and Steel Institute has awarded six Andrew Carnegle research scholarships, each of the value of £100.

The fact that aluminum is now being used instead of copper as an electrical conductor by some lighting and power companies lends special interest to a paper recently read by Prof. Joseph W. Richards, of Lehigh university, before the New York Electrical society. On that occasion he announced that half of the world's production of aluminum is produced by an electrical process at Niagara. To secure the same degree of conductivity it is necessary to have the diameter of the aluminum wire onefourth larger than that of a copper one. The former will then weigh only half as much as the latter, but it will be half as strong again. At present prices the aluminum will cost from 10 to 20 per cent. less than the copper.

GOOD ROADS LEAGUE.

Organized by a Number of Well-Known Citizens of This County.

The following have organized th Good Roads League of Lackawann county: Freeman Leach, William Streater, Bernard McGreavy, Frank J Lewis, John McNulty, J. T. Boyce, J W. Oakford, B. I. Akerley, J. C. Bailey W. D. Creasdale, H. E. Paine, Jame Holgate, H. J. Northup, George W Beemer, T. E. Stone, G. W. Biesecker Oscar VanBuskirk, C. VanBuskirk C. Hall, A. I. Ackerley, Ashley Rought Champlin, W. S. Frace, E. A. White, r. S. Parker, O. B. Jones, Everett Warren, T. J. Foster, A. H. Christy, George C. Yocum, F. H. Clemons, C. S. Woolworth, H. C. Shafer, H. C. Reynolds, T. H. Watkins, W. L. Matthews, C. D. Simpson, H. H. Brady, jr., F. L. Phillips, Stanley P. Allen, W. W. Watson, W. S. Diehl, J. A. Linen W. S. Palmer, Charles P. Savage, Charles P. Matthews, Jesse Hunt, C. M. Pallmann, G. S. Griffin, George E. Stevenson, H. M. Ives, Samuel Rolands, Henry Belin, F. L. Thompson, J. D. Hopkins, L. VanCampen, C. D. Stark, F. M. Youngs, Joseph Kircher, S. E. Koons, John P. Butler, Ward B. Parker, T. E. Schillings, Edward H. Davis, J. H. Rittenhouse, H. L. Taylor, J. C. Morris, Wallace G. Moser, E. A. Jones, A. R. Wetherby, W. L. Hill. The officers of the league are: J. W. Oakford, president; A. I. Ackerley, vice president; George E. Stevenson, secretary; Henry Belin, treasurer. The di rectors are: John Woodbridge, G. W. Seemer, Freeman Leach, Dr. N. C. Mackey, T. H. Watkins, E. L. Fuller, Joseph Kircher, Charles P. Matthews T. J. Foster, F. H. Clemons. The fol-

lowing has been adopted by the league: PREAMBLE. Whereas, It is desirable to permanently mprove the condition of our public roads,

Whereas, This object cannot be us complished except by the united efforts of all. Therefore, it is considered adorganization to be known as the Good Roads League of Lackawanna county.

OBJECT. The sole and only object of this organ zation is the improvement of our public

CONSTITUTION.

Article I-Any citizen of Lackawanna county may become a member of this league by signing the constitution and by-laws and paying an initiation fee of

Article II-The officers of this league shall consist of a president, vice president, secretary, treasurer and eleven di

Article III-The officers shall perform such duties as belong to their respective Article IV-The annual meeting for the

election of officers shall be held on the first Thursday in January of each year. The regular meetings shall be held at the time and place designated by the by-laws.

Article V-The league mal adopt such by-laws as shall not be inconsistent with this constitution.

Article VI-Nothing herein shall pre-vent the incorporation of this league by the courts of Lackawanna county, pro-vided that such action is taken at a special meeting called for that purpose and that every member of the league shall have been notified by postal card of such meeting and proposed action and the same be carried by a majority vote of

Article VII-Ten members shall constitute a quorum for the transaction of

Article VIII—This constitution may be amended or abolished by a two-thirds vote of those present at any regular meeting, provided that full notice of such proposed amendment has been given at a previous regular meeting.

AMATEUR BASE BALL NOTES.

The Blue Stars would like to play Hid-ick's team any time during the coming week. Answer through The Tribune Charles Joseph, manager,

SATURDAY STOCK QUOTATIONS.

	ager.			GHT/YOU
•	Amal. Copper 63 Am. Car & Foundry 317s American Ice 92s Am. Jee, Pr 32 Am. Locomotive 32 Am. L	ligh.I	JOW.C	lose
	Amal. Copper 63	6314	6234	61
ŕ	Am. Car & Foundry 31%	3134	3156	315
	American Ice 314	994	914	98
ı	Am. Ice, Pr 33	35	33	35
ř	Am. Locomotive 32	32	31.74	313
3	Am. Locomotive, Pr 2314	9356	93	93%
-	Am. S. & Re'g. Co. 4614	4656	4614	1654
	Amer. Sugar128	12814	12716	128%
	Anacouda Copper 99	00	97	97
	Atchison 83%	85	8356	8434
d	Atchison, Pr 994	9074	19914	0074
9	Balt. & Ohio10714	10736	107%	10734
	Canadian Pacific134%	13436	13416	13434
	Ches. & Ohlo 49% Chic. & Alton 37%	49%	4874	4914
	Chic. & Alton 3734	38	37.3%	38
	Chic. & Gt. West 291/2	2934	2914	2994
ķ)	C., M. & St. Paul 178%	17996	178	179%
٠	Chic., R. I. & Pac. 18914	19054	18914	190%
	Chie. & Alton	90	90	90
6	Col. & Southern 32	32	3136	3174 4574
5	Col. & So., 2d Pr 45%	45%	45%	4536
9	Eric R. R 3614	3974	361/6	26%
В	Hocking Valley 881/4	8834	88	8816
Ų,	Illinois Central163%	1643%	1639a	1649
3				
	Louis. & Nashville141	14114	141	14114
0	Manhattan13134	13154	13114	1311/4
Ď	Louis, & Nashville, 141 Manhattan	2634	2634	2674 5814
н	Mo., K. & Tex., Pr., 581/2	5814	5834	5814
Ш	Missouri Pacific11234	11374	112%	11374
3	N. Y. Central 15814	15954	15816	159
8	Norfolk & Western, 57%	57% 32%	57%	57%
8	Ont. & Western 32%	3234	3234	32%
8	Penna R R 13174	15414	15334	154%
8	Ont. & Western 32% Penna. R. R. 153% People's Gas 101% Reading R. R. 661% Reading 1st. Pr. 851%	101%	10134	101%
8	Reading R. R 6614	6614	BILL'S	CELL
ői	Reading, 1st. Pr 851%	851/6	8534	8514
9	reading, and Pr 10%	7056	70%	7034
ď	Reading 2d. Pr. 70% Republic Steel 17½ Republic Steel, Pr. 73½ St. Lo. & San Fran 63½	7007 17707 17707 17709 1570 1570 1570 1570 1570 1570 1570 1570	1716	17%
2	Republic Steel, Pr 731/4	731/4	7336	8514 7014 1734 7314 6914
8	St. Lo. & San Fran. 6916	6956	6916	6914
	South. Pacific 64% Southern R. R 37 South. R. R Pr 96	6056		65%
9	Southern R. R 37	37 96 6114 4974	37	37
ŝ	South, R. R., Pr 96 Tenn, Coal & Iron., 64 Texas & Pacific 42%	96	94	
8	tenn. Cont & Iron. 64	6414	64	6114
sI	Texas & Pacific 42%	4274	4236	4276
1	Union Pacific10574	10004	105%	10036
d	Union Pacific 10574 Union Pacific, Pr 90%	90% 12%	90%	90
1				
ı	U. S. Leather, Pr 834	8334	8354	83%
1	U. S. Steel 3914	3914	3914	29%
1	1. S. Steel, Pr 9014	90%	9014	9014
1	U. S. Leather, Pr. 83% U. S. Steel 394 U. S. Steel 295% Wabash 295% Wabash Pr. 45 Western Union 85% Total sales, 193,400, Mor	20%	2956	2954
J	Wabash. Pr 45	45	45	45
1	Western Union 85%	85%	8514	8514
1	Total sales, 193,400, Mor	lov 2	ner	cont.

CHICAGO GRAIN & PROVISION. NEW YORK COTTON MARKET.

		Ditt.	TISKE
	Lackawanna Dairy Co., Pr	60	
	County Sav. Bank & Trust Co	300	
	First Nat. Bank (Carbondale).		211
		***	500
	Third National Bank	550	
	Dime Dep. & Dis. Bank	300	
e	Economy L., H. & P. Co	***	46
975	First National Bank	1300	
a			•••
n	Lack. Trust & Safe Dep. Co	195	
	Clark & Snover Co., Pr	125	
I.	Scranton Savings Bank	500	
	Traders' National Bank	225	
J,			•••
٧.	Scranton Bolt & Nut Co	125	***
,	People's Bank	135	
5	BONDS.		322
ř.	Scranton Packing Co		35
	Scranton Passenger Railway,		- 00
r.			
	first mortgage, due 1920	115	***
٤,	People's Street Rallway, first		
1.	· mortgage, due 1918	115	12.22
	People's Street Rallway, Gen-		• • • •
t,	eral mortgage, due 1921	115	
			• • • •
n	Scranton Trac. Co., 6 cent.	115	***
e	Economy L., H. & P. Co		97
	N. Jersey & Pocono Ice Co		97

Butter - Fresh creamery, 21c.; Freshirty, 23c. Cheese-12a12½c. Cheese-12a12½c.; western, 29c. Marrow Beans-Per bushel, \$2.35a2.49. Green Peas-Per bushel, \$2.25. Onlows-\$2.00 per bag. New Potatoes -\$2.75a3 per barrel.

WHAT ONE DRY SPELL COST.

pecial Correspondence of The Tribune. Washington, July 13.

18 NOW practicable to determine th effect of the drouth of 1901 upon the export trade of 1902. The treasury bureau of statistics has just completed its preliminary figures on the exports of breadstuffs and provisions and, as they show about % per cent. of the total exports, a reasonably accurate measure-ment of the exportation of articles af-fected by the drouth of last year can now be made. The tables show the exorts of quantities and value of corn and cornmeal, oats and oatmeal, wheat flour and other breadstuffs, also live cattle, fresh beef and other beef products as well as other provisions. The direct and most marked reduction of course is in corn which was most largely affected by the drouth of 1901. The exportation of corn at the principal ports, shown by the preliminary report of the bureau of sta-tistics, amounts to 20,000,000 bushels in the fiscal year ending June 20, 1902, agains 176,000,000 at the same ports in the preceding year, the value for 1902 being 16,000, 000 dollars against \$82,000,000 the preceding year, a reduction of \$66,000,000; the complete figures will probably show the to-tal exports at about 27,000,000 bushels against 181,000,000 bushels in the preceding year. Exportations of cornmeal have also fallen from \$2,000,000 in 1901 to \$1,060. 000 in 1902, making a total reduction in corn experts in round terms, as shown by the preliminary figures, \$57,000,000. Com pared with the fiscal year 1900 the reduc tion is still greater; the corn exports of the fiscal year 1900 were the largest in the history of our export trade, having amounted to 213.123.412 bushels while for the year just ended the complete figures will amount to about 27,000,000 bushels. But the effect of the drouth upon the export trade did not stop with corn, though in this item it is most largely apparent. The reduction in the quantity of corn available for live stock naturally increased the consumption of oats and, as a result, the exportation of oats fell off from 37,000,000 bushels in the fiscal year 1901, to 10,000,000 bushels in 1902, and the value from about \$12,000,000 in 1901. to \$4,000,000 in 1902. In oatmeal, exportation fell from 90,000,000 pounds in 1901 to 59,000,-00 pounds in 1902, while the value fell from two and one-quarter million dollars in 1901 to a little over one and one-half

\$100 Reward, \$100.

The readers of this paper will be pleased to learn that there is at least one dreaded to learn that there is at least one dreaded disease that science has been able to cure in all its stages and that is Catarrh. Hall's Catarrh Cure is the only positive cure now known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers, that they offer one Hundred Dollars for any case that it fails to cure. Send for list of testimonials.

Address, F. J. CHENEY & CO.

Sold by Druggists, 75c.

Hall's Family Pills are the best

Sold by Druggists, 75c. Hall's Fumily Pills are the best.

THE MARKETS

The following quotations are furnished The Tribune by Haight & Freese Co., 314-315 Mears Building. W. D. Runyon, mandigestion SAVE THE BANDS FOR PRESENTS SCRANTON'S

Total sales, 193,400. Money, 3 per cent

 Open. High. Low. Close.

 August
 8.45
 8.49
 8.44
 8.48

 September
 8.12
 8.12
 8.09
 8.11

 October
 7.96
 7.96
 7.96
 7.92
 7.83

 December
 7.83
 7.86
 7.82
 7.82
 BANK STATEMENT.

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

Consolidated Water Supply Co ... 195 Scranton Wholesale Market.

Corrected by H. G. Dale, 27 Lacka. Ave.) Flour-\$4.40. Butter - Fresh creamery, 2ic.; fresh



IMPERIAL CIGAR CO., THE ONLY JOS BACCONISTS. DISTRIBUTORS OF CUBANOLA CIGARS

BUSINESS HOUSES.

THESE ENTERPRISING DEALERS CAN SUPPLY YOUR NEEDS OF EVERY CHARACTER PROMPTLY AND SATIS-FACTORILY.

FOR SALE

BUGGIES and WAGONS of all kinds; also Houses and Building Lots at bargains. HORSES CLIPPED and GROOMED at M. T. KELLER

Lackawanna Carriage Works. SECURITY BUILDING ASAVINGS UNION Home Office, 208-209 Mears Building.

We are maturing shares each month which show a net gain to the investor of about 12 per cent. We loan money. We also issue FULL PAID STOCK \$100.00 per share, interest payable semi-annually.

E. JOSEPH KUETTEL.

ALBERT BALL, Secretary,

rear 511 Lackawanna avenue, manufacturer of Wire Screens of all kinds; fully prepared for the spring season. We make all kinds of porch screens, etc.

PETER STIPP.

General Contractor, Builder and Dealer in Building Stone, Cementing of cellars a spe-cialty. Telephone 2502, Office, 327 Washington avenue.

THE SCRANTON VITRIFIED BRICK AND TILE MANUFACTURING COMPANY Makers of Paving Brick, etc. M. H. Dale, General Sales Agent, Office 329 Washington ave. Works at Nay Aug. Pa., E. & W. V. R.R.

FINANCIAL

THIRD NATIONAL BANK

OF SCRANTON.

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

savings accounts whether large or small.

Pays 3% interest on

Open Saturday evenings from 7.30 to 8.30.

Parties desiring a good, safe investment for small sums of money with a high rate of interest write us for particulars. A resident solicitor wanted. Pennsylvania Improvement & Investment Co.,

703 Baer Bldg, Reading, Pa

LOWA FARMS \$4 PER CASH BALANCE ICRUP TIL NAIGH BALANCE ICRUP TIL NAIGH BALANCE

million dollars in 1902. Thus the reduc tion in value of the exports of breadstuffs, clearly traceable to the drouth. and oatmeal, \$8,000,000; total \$75,000,000. Two other marked reductions in the exportation of products of agriculture are beef, including live cattle and cotton. The exportation of live cattle has fallen from 401,000 in 1901 to 319,000 in 1902; the exportation of fresh beef from 350,000,000 pounds in 1901 to 300,000,000 pounds in 1902. and the total value of cattle and beef products has fallen from 80,000,000 in 1931, to 96,000,000 in 1902, a loss of 11,000,000. In cotton the reduction is wholly due to the reduced prices, the quantity exported for the year being 160,000,000 pounds greater than in the preceding year, while the value was \$24,000,000 less than the preceding year.
One other item of exports which will

show a marked reduction during the last year is iron and steel. While the total figures of exports have not been received by the bureau of statistics, sufficient have been received to justify an estimate that the reduction in exports of iron and steel will amount, in round terms, to \$20, 000,000, due in a large measure to increase in the home demand upon our manufac-tures, and in part to the decreased demand abroad. The principal reduction in the export trade of the year will then stand: Corn and cornmeal and oats and stand: Corn and cornmeal and oats and oatmeal, \$75,000,000, due chiefly to the drouth of 1901; beef and beef cattle, \$11,000,000, due to increased home demand and shortage in material for feed of stock; cotton, \$24,000,000, due to reduction in prices; manufactures of iron and steel, \$20,000,000, due to increased home demand and decreased foreign demand.

Thus in four items of exports-corn and oats, beef and beef cattle, raw cotton. and manufactures of iron and steel, the reduction for the fiscal year will amount to about \$120,000,000, while the total reduction in all exports is but about \$20,000,000, thus indicating that the general exports aside from these four classes, in which conditions were abnormal, will show a satisfactory growth when the complete figures of the fiscal year are presented.

Special Shoe Sale

Five Cent cigar that does?

Why smoke a

In our Men's Fine Footwear, all our \$5.00 and \$6.00 grades, in Johnson & Murphy and The Stetson, in all seasonable leathers and lasts. High 69 50 Shoes and Oxfords, reduced to 10.00

Men's Tan and Russian Calf Shoes, \$4.00 and \$5.00 values, at 69 E this sale.

Men's Black and Tan Shoes and Oxfords, \$3.00 and \$3.50 grades, reduced to. . . .

Men's Tan Shoes and Oxfords, \$2.50, now selling at

Ladies' Patent Leather and Dongola Oxfords, \$3.50 and \$4.00 grades, reduced to. . . .

Ladies' Patent Leather and Dongola Oxfords, \$2.25, reduced \$1.50

Ladies' Dongola Oxfords, \$1.25 \$1.75, reduced to. . . .

Lewis, Ruddy, Davies & Murphy,

330 Lackawanna Avenue.

Headquarters

Incandescent Gas Mantles, Portable Lamps.

THE NEW DISCOVERY

Kern Incandescent Gas Lamp.

Gunster & Forsyth

Lager Beer..

Manufacturers of

Old Stock

PILSNER

Scranton, Pa.

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

SHORT SEATRIPS.

A few days can be pleasantly spent

Norfolk, Va. Old Point Comfort, Va. Richmond, Va. Washington, D. C.

Steamers sail daily except Sunday from Pier 26, North River, foot of Beach street, New York. Tickets, including meals and stateroom accommodations, \$8.00 one way,

\$13,00 round trip, and upwards. Send stamp for illustrated book. OLD DOMINION STEAMSHIP CO. 81 Beach Street, New York, N. Y. H. B. WALKER, Traffic Manager. J. J. BROWN,

General Passenger Agent

Linotype Composition

News

Book

Done quickly and reasonably

t The Tribune office.

Allis-Chalmers Co

Dickson Manufacturing Co., Scranton and Wilkes-Barre, Pa.

Stationary Engines, Boilers, Mining Machinery, Pumps.

· A market

RAILROAD TIME TABLES Delaware and Hudson.

For Honesdale—6.44; 10.13 a. m.; 2.11 and 5.29 p. m.

For Wilkes-Barre—6.38, 7.41, 8.41, 8.47, 10.53 a. m.; 12.03, 1.42, 2.18, 3.28, 4.36, 6.10, 7.48, 10.41, 11.49 p. m.

For L. V. R. R. Points—7.41, 9.47 s. 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 4.25 p. m.

For Albany and sill points north—7.36 a. m. and 3.59 p. m.

SUNDAY TRAINS.

For Carbondale—8.50, 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, 5.32 and 9.17 p. m.

For Albany and points north—3.56 p. m.

For Albany and points north—3.56 p. m.

For Honesdale—8.50 a. m.; 11.33 and 3.59 p. m.

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

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.

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

4.35 p. m., week days, for Hagleton Sun-Pennsylvania Railroad. stations.
4.35 p. m., week days, for Hazleton Sun-bury, Harrisburg, Philadelphia and Pitts-burg.

J. B. HUTCHINSON, Gen. Mgr. J. B. WOOD, Gen. Pass. Agt. 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 Carbondaile to New York and 9.47 a. m., with L. V. Coach Carbondale to Philadelphia, and 2.18, 4.35 (Black Diamond Express), and 11.49 p. m. Sundays, D. & H. R. R., 1.58, 9.17 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., 7.41, 9.47 a. m.; 1.58, 9.17 p. m.

For Tunkhannock, Towanda, Elmira, Ithaca, Geneva and principal intermediate stations via D. L. & W. R. R., 6.35 a. m. and 1.55 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), 10.40, 11.49 p. m. Sundays, D. & H. R. R., 12.03, 9.17 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, CHARLISS S. LEE, Gen. Pass. Agt., South Bethlehem, Pa.

For tickets and Pullman reservations apply to city ticket office, 69 Public Square, Wilkes-Barre, Pa.

READING SYSTEM. Central Railroad of New Jersey.

Central Railroad of New Jersey.

In Effect June 29, 1962.

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., 1 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.

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

For Tares and tickets apply to agent at station.

W. G. BESSLER, Gen. Manager.

C. M. BURT, Gen. Pass. Agt.

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 2.35 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—1.15 and 6.22 a. m.; 1.55 p. m. Oswego, Syracuse and Utica—1.15 and 6.22 a. m.; 1.55 p. m. Oswego, Syracuse and Utica—1.15 and 6.22 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—Erie Railroad Co., Wyoming Division

Erie Railroad Co., Wyoming Division Trains leave Scranton for Hawley and local stations at 8.15 a. m., 1.35, 5.20 and 5.55 p. m. Sundays, at 9.00 a. m. and 1.35

p. m.
For New York, Honesdale and inter-mediate points, at 1.35 p. m.
Trains arrive at Scranton at 8.30 a. m., 2.09, 7.25 and 9.15 p. m. Sundays, 1.00 p. m., and 8.15 p. m. New York, Ontario and Western.

New York, Ontario and Western.
.ime Table in Effect Sunday, 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. 3 ... 4.00 p.m. 4.44 p.m. 6.00 p.m.
No. 7 ... 6.10 p.m.Ar.Carbondale 6.46 p.m.
SOUTH BOUND.
Leave Leave Arrive
Trains. Cadosia. Carbondale. Scranton.
No. 6 ... 6.50 a.m. 7.25 a.m.
No. 4 ... 8.40 a.m. 10.40 a.m. 10.40 a.m.
No. 2 ... 2.15 p.m. 4.00 p.m. 4.45 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.
No. 5 ... 7.00 p. m.Ar.Carbondale. Scranton.
No. 6 ... 7.00 p. m.Ar.Carbondale. Oadosia.
No. 9 ... 8.30 a.m. 9.10 p.m. 10.45 a.m.
No. 5 ... 7.00 p. m.Ar.Carbondale. Scranton.
No. 6 ... 6.60 p.m. 6.52 p.m.
Trains. Cadosia. Carbondale. Scranton.
No. 6 ... 6.60 p.m. 6.52 p.m.
No. 10 ... 4.30 p.m. 6.65 p.m. 6.55 p.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, Delhi,
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 state

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

The Moosic Powder

Rooms 1 and 2 Commonwealth Bldg. SCRANTON, PA.

MINING AND BLASTING **POWDER**

Laflin & Rand Powder Co.'s ORANGE GUN POWDER Electric Batteries, Electric Exploders, Ex-ploding Blasts, Safety Fuse, REPAUNO CHEMICAL CO.'S HIGH EXPLOSIVES.