PROGRESS OF GREAT TUNNEL

VIEWED BY CAPITALISTS FROM THIS REGION.

Party That Went to Chicago Has Returned—Extensive Enterprise in the Western Metropolis in Which Local People Are Interested—Will Greatly Relieve the Congestion on the Streets in the Business Centre—The Tunnel a Marvel of Engineering.

The Wilkes-Barre Record of Monday contained the following with reference to the recent visit to Chicago of a number of capitalists from this part of Pennsylvania:

The party of Pennsylvania people which went to Chicago to inspect the tunnel project, as well as the plant of the Automatic Electric company, in which it is financially interested, returned yesterday. The members of the party were guests of J. B. Russel & Co., the fiscal agents, and went to Chicago and back in two private cars of the Delaware, Lackawanna and Western railroad and the Wabash. They were quartered at the Audiorium Annex and an elaborate dinner was given by Mr. Russell, following which came addresses by the executive officers of the company, describing the progress of the work and the objects in view.

The party also walked five miles through the tunnel, which at present burrows under the business center of Chicago, but is being extended in all directions. About fourteen miles are already finished, but the entire system contemplates the extension of the tunnel to occupy seventy-five or one hundred miles. The company's franchise gives it the right to go under every street, avenue and alley of the city.

Marvel of Engineering.

The tunnel is a marvel of engineering, and will be one of the greatest boons to Chicago imaginable, in relieving the congested condition of the business section. Operations have been carried on so quietly that the people of Chicago were astonished when they learned of the dozen miles of tunnel that had been constructed without their knowledge. However, the work has been carried on in an entirely legal manner, and the management states that every step will stand the light of day, a matter of no little surprise, when it be considered that there is a prevalent idea that municipalities can only be persuaded to grant corporation privileges by bribing city fathers. The tunnel has been built without bribery or corruption, and it will be such a public necessity that there are not likely to be any serious obstacles placed in the way of not only carrying the gigantic project to completion, but in enabling it to enlarge its scope to any desired extent.

Will Relieve Congestion.

As projected now, it is to carry only telephone and telegraph wires, the mails, parcels and newspapers, but there will undoubtedly be an extension of privileges by which the company can carry freight. Even with the small tunnel now constructed, it is possible to handle and deliver to business establishments in town 100,000 tons of freight in fourteen hours. The present tunnel will be able to handle 85 per cent. of all the freight brought by the forty-two railroads entering Chicago at six terminals, all of which are within ten minutes' walk of the business center.

This would take the congestion of freight off from the surface and give Chicago a degree of relief that would add incredibly to the public comfort. The tunnel connects with shafts underneath business houses, up which freight can readily be hoisted. The tunnel as at present constructed consists of three sizes, 6x8, 8x10 and 12.9x11 feet (and the public is clamoring to have the smaller ones enlarged), and will carry any sized freight that will go through a car door, which practically means everything except long structural iron, large boilers, long timbers, and such things, which can only be handled on trunk line systems. These represent the 15 per cent. previously mentioned, which the tunnel could not carry. Even coal may be delivered to any building, and hoisted up the shaft. The small, narrow guage cars now running for carrying out the clay will carry seven tons of coal each. Nobody will appreciate the underground delivery more than will the newspapers, which are now greatly handicapped to get their big rolls, as they have no room for storing more than a daily supply, and it is often difficult, owing to the congestion of surface travel and to strikes of teamsters, to secure an adequate supply.

The underground delivery of freight will be as important to Chicago as is the lighterage systems of the North and East rivers in New York city.

The Tunnel.

The present smaller tunnel is a little higher than a man can reach, and a little wider, though it can readily be enlarged to any desired dimensions. It is expected that it will have to be enlarged very materially, and it can be easily and economically done.

The tunnel is bored into a bed of clay, lying deep enough below the Chicago river to furnish an ample and safe covering. It is not believed that the tunnel can ever be interfered with by subsequent would-be tunnel builders. A tunnel below would have to be drilled through rock, and an attempt to build one above would be physically and financially impossible.

No other city in the world favors such favorable conditions as Chicago. Here is a clay bed which does not contain a stone, and which can be cut as easily as if it were cheese. There is no blasting, no disturbance of foundations, no interference with anybody. The contrast with the subway being constructed in New York is most striking in these respects.

When it comes to enlarging the tunnel it will not be difficult to get the necessary municipal concessions, as the company makes it a policy to reimburse the city by liberal royalty on the business. This, to a large extent, will quiet the present clamor for municipal ownership, as the granting of a right to a private corporation to build a tunnel on every street and every alley has absolutely shut out the possibility of a municipal subway.

The tunnel is electrically lighted throughout, and is as dry as a cellar. One of the Chicago papers facetiously remarked that the Eastern visitors would be furnished with mackintoshes and rubber boots, but the fact was that they were in no wise needed.

The Capital.

Singularly enough, the greate enterprise which means so much to Chicago is not being built with Chicago capital, but the funds are from Pennsylvania. The following gentlemen, financially or otherwise interested in either the tunnel or the telephone, make up Mr. Russel's party: Wilkes-Barre—J. B. Russel, J. W. Hollenback, P. A. Meixell, Col. George N. Reichard, Isaac M. Thomas, C. E. Stegmaier, Liddon Flick, R. J. Flick, George H. Flanagan, Hon. C. D. Foster, P. R. Bevan, L. S. Ryman. Kingston—Rev. Dr. L. Sprague, Prof. W. L. Dean. Pittston—M. W. O'Boyle, J. H. Foy, John A. Law, W. F. Staley. Williamsport—E. R. Payne. Philadelphia—Thomas H. Phillips. Scranton—Colonel H. M. Boies, Clarence D. Simpson, Byron Winton, Thomas E. Jones, Thomas Sprague, Grant Pelton, A. B. Eynon, Charles H. Welles. Honesdale—H. Z. Russel, Homer Green. Carbondale—Robert A. Jadwin. New York—C. R. Scott, C. B. Eddy, Commodore G. C. W. Lowrey, Clinton W. Wisner.

From a Chicago Paper.

The latest particulars of the enterprise are thus given in an article by William M. Curtis in the Chicago Record-Herald:

"Chicago has many curious and wonderful things, and the most recent wonder is the sytem of tunnels which have been burrowed under the principal streets. Under every one of the streets in the business district is an arched passage, six feet wide by seven feet six inches high. The walls are covered with concrete and the intersections are marked with brass tablets. A little, narrow tramway is laid upon the floor of each of these tunnels, over which miniature cars are hauled by mule power to the openings to the shafts which lead to the air of heaven above, and furnish means of entrance and exit. These shafts do not open upon the streets, but in the areas back of the business houses, and during the entire construction of the tunnels, which has been going on almost secretly for several years, there has not been a manhole opened anywhere else, and the streets and sidewalks have not been obstructed for a moment. The total length of the tunnels is now about twelve miles.

"The Chicago tunnels will first serve as conduits for the wires of a new telephone company, which is to be established here and which already has a large building on the West Side and is fitting up a still larger one. They call it a secret service telephone, because it is entirely automatic. There are to be no 'hello' girls. The ingenious mechanism at the central office connects you automatically with the neighbor you want to talk with, and nobody is the wiser. Your conversation cannot be overheard and the wires are never crossed.

Controlling Company.

"The company which controls these patents and proposes to introduce the new telephones into Chicago secured a franchise from the council for the construction of underground conduits to carry its wires, and that was the original purpose, but the scheme grew until it has reached its present dimensions, and is still growing. The plans now contemplate the enlargement of the tunnels so that they may be used for the transportation of freight, mails, newspapers, packages and other articles, and thus lessen the traffic that passes through the streets. At present, with an electric system of trams, it will be possible for the company to deliver coal at the offices downtown, to take packages of merchandise from the retail shops to their customers in different parts of the city, to transfer freight from the railway stations to the retail stores, and do whatever is necessary in the way of transportation that is now done by teams, except the very bulky articles.

"The company has not yet received permission from the common council for this service. The present charter limits it to the storage of telephone and telegraph wires and the transmission of mails and newspapers, but it has asked the privilege of extending its usefulness. It also asks the privilege of renting space to other corporations having telegraph, telephone and other wires. The tunnels are large enough to take care of all the wires in Chicago, and it would be a good thing to put them there and thus avoid the frequent tearing up of the streets. The wires can come up into the buildings through pipes.

"For the handling of freight it is expected to rent storerooms at different convenient localities, dig shafts down to the level of the tunnels and lower and hoist the packages by elevators. Merchants can have branch tunnels constructed from the main lines into their cellars and packages can be brought to them underground from the various freight houses upon the eletric cars much more promptly and economically than they are now delivered by teams. In order to carry out this scheme, however, it will be necessary to enlarge the tunnels considerably, and it is supposed to make the most of them 12 by 14 feet, instead of 6 by 7 feet in size.

Extending System.

"It may be that sometime in the future they will be used for passenger traffic, but that is not contemplated at present. They have been placed so far down in the earth that they will not interfere with any underground railways that may hereafter be constructed. The highest grade is twenty-seven feet below the surface, and the lowest is forty. The river will be tunneled at a depth of sixty-five feet, twenty-five feet deeper than the present tunnels and the work of extending the system into the west and north sides will be carried on as rapidly as possible.

"It is expected that every street north of Twelfth and east of the river will be completed before the 1st of January. The streets now tapped include practically all those in the largest business districts of the city, and the managers of the new telephone company expect to be able to set up at least 25,000 telephones before the 1st of May next.

"The methods of constructing the tunnel have been unique. Nothing like it has ever been known in Chicago. The work has been carried on in secrecy; gangs have been engaged in digging throughout the twenty-four hours, but the world above has known nothing of them. Underlying the city of Chicago is a deep bed of clay, so soft that picks and shovels have not been necessary.

"All the work has been done by scrapers resembling a cooper's drawing knife, manipulated by both hands. The man at the head of the tunnel simply scraped the wall and brought down the powdered clay, just as he would scrape off a cake of maple sugar. This clay has been shoveled into miniature cars and hauled over the trams to the open shaft, where it has been hoisted to the surface by elevators, shoveled into cars and hauled down to the lake front and dumped into the basin.

"All this work has been done at night. The teams have commenced hauling at 8 p. m. daily and have kept going until 6 o'clock in the morning. There have been forty-two of these shafts, most of them on private grounds. A few of them have been on the public streets, but they have been located in such a way as not to obstruct travel."

COLGATE UNIVERSITY.

Special to the Scranton Tribune.

Hamilton, N. Y., Oct. 28.—The 'varsity defeated Hobart college eleven on Colgate oval, Saturday, by a score of 50-0. This is the first league game played by Colgate this season, and indications are bright for our bringing home the league foot ball pennant. The season of '97 was the last time the pennant came to Colgate.

On Wednesday the team plays Williams, at Williamstown, Mass. The team left Hamilton Tuesday morning.

Saturday, October 18, Colgate defeated Rensselaer Polytechnic institute, at Albany, by a score of 29-0.

At Oneida, on October 20, Colgate academy defeated Oneida High school by a score of 16-0.

A fine, marble bust of Dr. Walter R. Brooks, formerly professor of geology and natural history, has been presented to the university by Mrs. Brooks. It will be placed under the memorial tablet in the library, where a memorial service will be held Sunday afternoon, November 2. Brief addresses will be delivered by members of the faculty who were intimately acquainted with Dr. Brooks. The three departments of the university will participate in the exercises.

Rev. Courtney H. Fenn, of the student volunteer movement, recently visited Hamilton. One evening was devoted to an address on the "Making of a Missionary," and the following evening to the speaker's experience in the seige at Pekin.

Edward P. Murray, '04, has resigned the captaincy of the 'varsity basket ball team, so that he may give more time to his work as captain of the 'varsity track team. Francis G. Brigham, '05, has been elected to fill the vacancy.

A. T. Tamblyn has been elected captain and F. J. Olds, manager, of the senior class basket ball team.

The enlarging of Colgate lake on the campus is nearly completed and the plan followed will add decidedly to the beauty of the campus.

President Merrill has been attending the inauguration of Mr. Woodrow Wilson as president of Princeton university.

The burning of a large farmhouse, three miles from Hamilton, took a few students out of town Sunday evening.

The upper classmen of the college are framing rules regarding conduct of under-classmen. The corduroy trousers and white sweaters of a number of freshs and sophs will have to be laid aside until the greenness and rust are worn off, for these articles of clothing are to be the royal apparel of upper classmen only. Freshmen, too, are not to be permitted to smoke on the campus.

The "Kilties" recently delighted the town with a matinee.

Old Stories Retold.

People never tire of hearing the oft repeated story of the success of Chamberlain's Cough Remedy. From all over the country and even in far away India, China and the South Sea Islands come letters from druggists and dealers, stating the rare pleasure they derive from handling a preparation which gives such universal satisfaction. They all tell the same story of the undoubted merit of this remedy, and of its efficacy in the relief of coughs, colds and croup, and personally recommend it to their customers. The remedy is sold on a positive guarantee and has never failed to do all that is claimed for it. For sale by all druggists. **

D., L. & W. BOARD.

Following is the make-up of the Delaware, Lackawanna and Western board for today:

TUESDAY, OCTOBER 28.

Extras East—6 p. m., Staples; 7.30 p. m., Baxter; 9 p. m., McCann; 10 p. m., Thompson.

Summits—6 p. m., Coslar; 10 p. m., Case.

Extras West—11 p. m., Allen.

WEDNESDAY, OCTOBER 29.

Extras East—4 a. m., Mullin; 2.30 a. m., McLane; 4 a. m., Haggerty; 6 a. m., Mosier; 9 a. m., Fitzgerald; 11 a. m., Bartholomew; 2 p. m., Randolph; 5 p. m., Carmody.

Pushers—2.30 a. m., Murray; 7 a. m., Widner; 7 a. m., Finerty; 8 a. m., Houser; 9 a. m., Lamping; 11 a. m., A. J. McDonnell; 11.45 a. m., Moran; 1 p. m., C. Bartholomew; 7.30 p. m., Murphy; 9 p. m., W. H. Bartholomew.

Helpers—1.30 a. m., Mogovern; 7 a. m., Gaffney; 10 a. m., Secor; 3.45 p. m., Stanton.

Extras West—Third 51, Fish; 5 a. m., Lane; 11 a. m., Lindsay.

UNCLAIMED LETTERS.

List of letters remaining uncalled for at the Scranton, Pa., postoffice, Oct. 21, 1902. Persons calling for same will please say advertised and give date of list. Ezra H. Ripple, P. M.

Mamie Allen, Mrs. Charlotte V. Ashton, Gertrude Brennen, Mrs. Frank Berker, Jas. Brown, J. Bannak, Frances Brown, Anton Boris, Wm. Balazak.

N. Connor, Mrs. Kate Custer, Beatrice Cavanaugh, F. R. Cramer, John Cosgrove, Truman Campbell, P. P. Carlon, Mayme Cavanaugh, J. D. Cleniand.

Annie Donegan, N. Denniss, Mrs. L. B. Dimock, M. J. Dacey.

Rev. F. Farrell.

Mr. Griffith, Adam Gallondorm, Mrs. E. Gill, C. H. Goldman.

Ernest Holwill, Mrs. Dayton Hawley, Chas. Hassharping, Mary A. Houtz, W. Guy Hawley, Tom Hayes.

Val Jones, Walter A. Jordan.

Fred Kellerman, Wm. Krows, jr.

Thos. Leonard, A. Llano, J. K. Lennis, Wm. Loring.

J. S. Martin (3), O. F. Merrill, W. J. Maycock, Mrs. R. MacIntosh, Maggie McKinon, Lizzie Morgan, Mr. J. Markles.

Cassie Novak, Mrs. C. C. Neiger.

Kaiser Oslen, Jewel O'Brien, H. J. Connell, Hattie Otzel, A. S. Osborne.

J. D. Rounds.

Mrs. Lucy Smith, Chas. H. Sargent, Carrie Smiles, Peter Schell, Wm. Sprague, Rose Scott.

S. J. Trottrice.

Mrs. Horace Vall.

Mrs. Frank Wilson, Albert Weber, Pat. K. Walden, Harry B. Wilber, Mrs. Walters, N. L. Waterman.

ITALIAN.

Signore Dallone, Signore Michale, Chicarana, Nicola Dennattio, Dosqual Eletto, Andra Stravass, Domenico Bellantomi, Prencipe Prancek, Frank Prencipe, Sinig Pascarelli.

POLISH.

Wm. Guvoytis, Wilim Zimowicz, John Paukow, Kostanty Kalmansky, Walenty Stygowski, John Murowski, Wadislaw Hoyulanna, John Polnkow, Cisik Andras Uruak, Lureviska Plitinska, Stephen Gradcopl, Myeck Michyel, Mac Kuler, Urzot Votyzka.

HUNGARIAN.

Geo. Bednarcik, Paul Ludwiska Rip, John Kirsaly, Mr. Giovanna, Kopko Yzorgz, Mike Sziriuskas, Son. Wagontis, Martha Milinowiczetta, Anna Ptoick, John Pankow, Br. Anejinka, Mayk Tedin, Stanistowes Syszvanowsz, Pan. Szanowny, Stanley Brimizo, Mat Rulo, Nolsnty Nysz.

West Scranton Station.

Henry Bauer, M. C. Bowlby, William Smith, Domenico Grozso, John Tyminski.

THE PRESIDENT

Of the City Council, Wilkesbarre, Pa., Cured of Rheumatism.

Col. Wm. J. Harvey, a president of Wilkesbarre's city council, who will long be remembered for his great work for the city, was once a mere physical wreck, torn in every muscle and nerve from the frightful pains caused by rheumatism. He consulted the best physicians, went abroad, took mud baths, and almost every known treatment for the disease. A friend had had a very similar experience and Dr. David Kennedy's Favorite Remedy had cured him, so he recommended this great kidney medicine to Col. Harvey and he is to-day a well man, hale and hearty. He writes straight to the point:

DR. DAVID KENNEDY,

Dear Sir:—This is to certify that I was permanently cured of rheumatism by the use of Dr. David Kennedy's Favorite Remedy.

WM. J. HARVEY.

Rheumatism is but another name for uric acid poisoning which is caused primarily by diseased kidneys. Cure your kidneys and the rheumatism disappears.

For all diseases of the kidneys, liver, bladder and blood, rheumatism, dyspepsia and chronic constipation, as well as sicknesses peculiar to women, Dr. David Kennedy's Favorite Remedy is unquestionably the greatest medicine known to the medical profession.

It is for sale by all druggists in the *New 50 Cent Size* and the regular $1.00 size bottles—less than a cent a dose.

Sample bottle—enough for trial, free by mail.

Dr. David Kennedy Corporation, Rondout, N. Y.

Dr. David Kennedy's Rose Jelly radical cure Catarrh, Hay Fever and Cold in Head. 50c.

THE MARKETS.

Wall Street Review.

New York, Oct. 28.—In no important particular did today's stock market differ from any of the preceding fortnight. There was the same all-around dullness and apathy and the little business transacted was almost wholly professional and commission houses reported next to no demand neither for the long nor short account, but some of the western houses bought moderately. Prices manifested a further tendency to sag in the early day, but rallied later and closed in many instances at a higher level. Quotations at the opening were fractionally lower and without significance. The early movements included an apparently active demand for Texas and Pacific and St. Louis and San Francisco issues, a moderate advance in St. Paul and Sault Ste. Marie and an initial loss of more than one per cent. in Louisville and Nashville. Later the list hardened and prices advanced quite generally. The market held fairly steady under its rally, being assisted in part by short covering, but attempts to ralize on the advance notably in St. Louis and San Francisco were unsuccessful though these issues closed lower. One of the features of the afternoon which was otherwise quite dull was the activity in Sugar. The closing was firm. Total sales today, 309,100 shares.

The bond market was dull and featureless, but generally steady. Total sales, par value, $1,410,000. 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, manager.

	Open.	High.	Low.	Close.
Amal. Copper	64⅝	64⅞	64⅝	64⅝
Am. Car & F'dry	35⅝	35¾	35¾	35¾
American Ice	11½	11⅝	11½	11⅝
Am. Locomotive, Pr.	95	95	95	95
Am. S. & Re'g. Co.	46¼	46¼	46	46
American Sugar	122¾	122⅞	121⅝	122¼
Atchison	87½	88⅛	87¼	87¾
Atchison, Pr.	100	100	99⅞	100
Balt. & Ohio	106¾	107⅜	106¾	107¼
Brook. Rap. Tran.	62⅛	62⅝	62⅛	62½
Canadian Pacific	134¾	135¾	134½	135¾
Ches. & Ohio	50	50¾	50	50¾
Chic. & Alton	36¼	36¼	36¼	36¼
Chic. & Gt. West.	29⅜	30¼	29⅜	29⅝
Chic., M. & St. P.	189⅛	190½	189⅛	189½
Chic., R. I. & Pac.	198¾	198¾	198¾	198¾
Col. Fuel & Iron	90½	91	88⅞	89⅞
Col. & Southern	32⅞	33	32⅞	33
Col. & South. 2d Pr	49	49	49	49
Del. & Hudson	171	171	171	171
Den. & Rio Gr., Pr.	91	91	90¾	90⅞
Detroit Southern	20	20¼	20	20
Erie R. R.	38⅜	38⅝	38⅜	38⅜
Erie, 1st. Pr.	67	67½	67	67¼
Erie, 2d. Pr.	51½	52¼	51½	52
Hocking Valley	93½	95	93½	95
Illinois Central	147¼	147¾	147¼	147¾
Iowa Central	43¼	43¼	43¼	43¼
Kan. City & South.	36¼	36¼	36¼	36¼
Louis. & Nashville	136	138	136	137
Manhattan	134	134¾	134	134½
Mexican Central	25½	25¾	25½	25¾
Mo., Kan. & Texas	29⅛	29¼	29	29
Mo., K. & Tex., Pr.	60	60¼	60	60¼
Missouri Pacific	109¼	110½	109¼	110
N. Y. Central	155¼	155½	155	155
Norfolk & West.	74⅝	75¼	74¼	74⅞
Ontario & Western	32⅞	33⅛	32⅞	33
Pacific Mail	43	43	42½	42½
Penna. R. R.	162⅝	163⅛	162½	163¼
People's Gas	103½	103½	103½	103½
Pressed Steel Car	61¼	62⅝	60¼	62¼
Reading Ry.	67½	67½	67⅛	67½
Reading, 1st. Pr.	88¼	88¼	88¼	88¼
Reading, 2d. Pr.	78¼	78⅜	78¼	78⅜
Republic Steel	22	22	21¾	22
Republic Steel, Pr.	78⅛	78⅛	78⅛	78⅛
St. L. & San Fran.	76½	78½	76½	77
Southern Pacific	70⅛	71⅛	70	70¼
Southern R. R.	36¾	36⅞	36½	36¾
Southern R. R. Pr.	93¾	93¾	93¾	93¾
Tenn. Coal & Iron	64½	65¾	64½	65⅜
Texas & Pacific	44½	46¼	44½	45⅞
Union Pacific	103¾	104⅝	103⅝	104
Union Pacific, Pr.	91⅝	91¾	91⅜	91⅜
U. S. Leather	14	14⅛	14	14
U. S. Steel	40	40⅞	40	40¼
U. S. Steel, Pr.	88¾	89	88¼	88¾
Wabash, Pr.	31½	33⅞	33½	33⅞
Wabash, Pr.	48½	48⅞	48⅜	48⅞
Western Union Tel.	91¼	91⅝	91	91⅛
Wisconsin Central	27½	27½	27½	27½

Total sales, 310,300. Money, 4 per cent.

CHICAGO GRAIN AND PROVISION.	Open.	High.	Low.	Close.
WHEAT—				
December	72¾	73⅜	72¾	73¼
May	74¼	75	74¼	75
CORN—				
December	51⅝	51½	50¾	51
May	49½	49⅞	49⅜	49⅞
OATS—				
December	31	31¼	30¾	31
May	32⅛	32¼	32	32⅛
PORK—				
October	16.40	16.40	16.40	16.40
January	15.55	15.67	15.55	15.65
LARD—				
October	11.40	11.40	11.40	11.40
January	9.27	9.32	9.27	9.32
RIBS—				
October	12.25	12.25	12.25	12.25
January	8.27	8.27	8.25	8.25

NEW YORK COTTON MARKET.	Open.	High.	Low.	Close.
October	8.43	8.48	8.36	8.37
December	8.58	8.61	8.48	8.48
January	8.62	8.62	8.65	8.56
May	8.36	8.37	8.31	8.31

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	...
Economy L., H. & P. Co.	...	46
First National Bank	1200	...
Lack. Trust & Safe Dep. Co	195	...
Clark & Snover Co., Pr.	125	...
Scranton Savings Bank	500	...
Traders' National Bank	225	...
Scranton Bolt & Nut Co.	125	...
People's Bank	135	...
Scranton Packing Co	...	35
BONDS.		
Scranton Passenger Railway, first mortgage, due 1920	115	...
People's Street Railway, first mortgage, due 1918	115	...
People's Street Railway, General mortgage, due 1921	115	...
Scranton Trac. Co., 6 per cent.	115	...
Economy L., H. & P. Co.	...	97
N. Jersey & Pocono Ice Co.	...	97
Consolidated Water Supply Co	...	105

Scranton Wholesale Market.

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

Flour—$4.40.

Butter—Fresh creamery, 27½c.; fresh dairy, 24½c.

Cheese—13a13½c.

Eggs—Nearby, 27c.; western, 21c.; storage, 22c.

Marow Beans—Per bushel, $3.

Onions—Per bushel, 90c.

New Potatoes—65c. per bushel.

Philadelphia Grain and Provision.

Philadelphia, Oct. 28.—Wheat—Firm and ¼c. higher; contract grade, 75c. Corn—Quiet but steady; No. 2 yellow, on track, at 62c. Oats—Firm; No. 2 white clipped, 33c. Wool—Unchanged. Provisions—Unchanged. Butter—Steady, fair demand; extra western creamery, 25½c.; do. nearby prints, 27c. Eggs—Firm, good demand; fresh nearby, 25c.; loss off; do. western, 24c.; do. do. western, 23c.; do. southern, 22c. do. do. Cheese—Firmer; full creams, prime small, 12½a12¾c.; do. do. do., fair to good, small, 11¾a12⅝c.; do. do. do., prime large, 12½c.; do. do. do., fair to good, large, 11½a12c. Refined sugars—Dull. Cotton — Unchanged. Tallow — Steady, better demand; ctl prime in tierces, 6⅞a7c.; country prime in barrels, 6¼a6½c.; do. dark in barrels, 5¾a6c.; cakes, 7a7¼c. Live poultry—Quiet, but steady; fowls, 11a12c.; old roosters, 8a 9c.; spring chickens, 10½a11½c.; ducks, 11a12c.; turkeys, 10a12c.; geese, 10a11c. Dressed poultry—Fowls, choice western, 12½c.; do. western, 1c2.; do. fair to good, 10a11c.; old roosters, 9c; roasting chickens, nearby large, 15c.; do. small and medium, 13a14c.; western do., large, 13a 13½c.; do. small and medium, 10a12c.; turkeys, choice western, 14c.; do. fair to good, 12a13c.; ducks, 11a12c.

Receipts—Flour, 2,000 barrels and 2,827,000 pounds in sacks; wheat, 48,000 bushels; corn, 10,000 bushels; oats, 9,000 bushels. Shipments—Wheat, 34,000 bushels; corn, 7,000 bushels; oats, 15,000 bushels.

New York Grain and Produce Market

New York, Oct. 28.—Flour—Market was firmer and fairly active. Wheat—Spot firm; No. 2 red, 78⅝c. elevator, and 78½a78¾c. f. o. b. afloat; No. 1 Northern Duluth, 83c. f. o. b. afloat. Options firm, advancing to highest point of the season on bullish Australian crop news, light offerings and a scarce of shorts. The close ⅝a⅞c. net higher. May closed 78⅞c.; Dec., 79½c. Corn—Spot steady; No. 2, 66¾c. elevator, and 67⅜c. f. o. b. afloat; No. 2 yellow, 69¼c.; No. 2 white, 68¼c. Options opened lower and generally weak until the market rallied on the late afternoon wheat advance. It closed dull and about steady at ⅛a¼c. net advance. Jan. closed 51⅞c.; May, 48⅝c.; Oct., 66⅝c.; Dec., 56¼a56⅝c.; closed, 56⅝c. Oats—Spot steady; No. 2 oats, 35½c.; state white, 35½c.; No. 3 white, 36c.; track white western, 34a35c.; track white, 34a35c. Option market was fairly steady all day with a fair trade. Dec., 36¼a36⅜c.; closed, 36¼c. Butter—Steady; extra creamery, 25c.; do. factory, 18a18c.; creamery, common to choice, 15a24½c.; imitation creamery, 17a20c.; state dairy, 18a24c.; renovated, 17½a21c. Cheese—Firm; new state full cream, small colored fancy, old, 12½ new, 12¼c.; small white, old, 12½c.; new, 12¼c.; large, colored, old, 12¼c.; new, 12c.; large, white, old, 12¼c.; new, 12c. Eggs—Steady; state and Penna., 28c.; western candled, 22a24c.; refrigerator, 18½a21c.

Chicago Grain Market.

Chicago, Oct. 28—A continuation of good cash and export demand, together with buying by the northwest gave strength to wheat today and the close was firm, Dec. closing ¼c. higher; corn closed ½c. lower and oats were ¼a¼c. lower. January provisions closed from a shade lower to 5c. higher. Cash quotations were as follows:

Flour—Firm; No. 2, 67c.; wheat, No. 3, 67½a72c.; No. 2 red, 71¼a71½c.; No. 2 corn, 57c.; No. 2 yellow, 58¾c.; No. 2 oats, 29c.; No. 3 white, 29¾a33¼c.; No. 2 rye, 49½c.; good feeding barley, 38a41c.; fair to choice malting, 34c.; flax seed, $1.12; prime timothy seed, 90c.; mess pork, per barrel, $16.90a16.70; lard, per 100 lbs., $1.90a1.42½; short ribs, $11.50a12.00; shoulder, $10a10.25; short clear sides, $11.75a12.00.

Chicago Live Stock Market.

Chicago, Oct. 28.—Cattle—Receipts, 8,000, including 500 Texans, 3,000 westerns; steady; good to prime steers, nominal, $7a8.40; poor to medium, $3.75a6.75; stockers and feeders, $2.25a4.85; cows, $1.40a4.50; heifers, $2a5; canners, $1.40a2.50; dull; calves, $3.75a7.50; Texas fed stock, $3a4.40; western steers, $3.75a6.50.

Hogs—Receipts, 19,000; left over, 4,500; 5 to 10 cents lower than yesterday; good to choice, $6.60a6.75; roughs, heavy, $6.15a6.25; light, $6.20a6.55; bulk of rest, $6.35a6.55.

Buffalo Live Stock Market.

East Buffalo, N. Y., Oct. 28.—Cattle—Receipts, 300; quiet; asking steady prices; veals, steady; tops, $8.25a8.50; common to good, $5.50a8.

A partly nourished body is a faulty one.

Do you eat cereals and bread stuffs made from *part* of the wheat, and nourish *part* of your body, or do you eat SHREDDED WHOLE WHEAT BISCUIT made from the *whole* of the wheat and nourish *all of the body?*

Include *Shredded Wheat Biscuit* with your next order to the grocer

THE NATURAL FOOD CO. Niagara Falls, N. Y.

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BUGGIES and WAGONS of all kinds; also Horses and Building Lots at bargains. HORSES CLIPPED and GROOMED at

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That is shown in our Art Department for this week, Exclusive shadings in

M. Heminway's Sons' Japan Floss, Oriental Fast Color Dyes

A very interesting piece is the design of that well known subject, "Sweet Peas." So great is the range of colors and combination of these erratic flowers that in describing their infinite variety it is difficult to select any one type—for in a mention of any of them it would seem that others quite as attractive are undescribed. The superior blending of colors notice in this sample, the delightful conception of the artist in selecting the shades, in carrying out the design of the flower is of interest to anyone who admires the beautiful in art worked out with the silk.

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OUTING FLANNEL GOWNS—Full length, 49c up to $1.50.

OUTING FLANNEL SKIRTS—Plain and deep hem. Pretty shades of pink and blue in various stripes, also checks 25c

Then there's a plain pink and blue skirt, yoke band, trimmed with a shell stitching, priced at 25c

CORSETS—Good Coutille, lace top and bottom, French gore, priced at 50c

For Children

OUTING FLANNEL GOWN—Comes in all the select pink and blue colors and tasty patterns at 39c UP

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OUTING FLANNEL SKIRTS—Umbrella ruffle, stitching done with silk 39c

VEILING—Black and white chiffon with embroidered chenille and velvet dots, in large and small. A yard 50c

COMPLEXION VEIL—At 25c and up. Plain and dotted Tuxedo net at 15c up to 75c per yard.

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That came in a few days ago.

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Also an entire lot of Lyon Silks. You'll find them here in low, medium and the highest grade. They come only in waist pattern lengths. Per yard, $1.00 to $2.50

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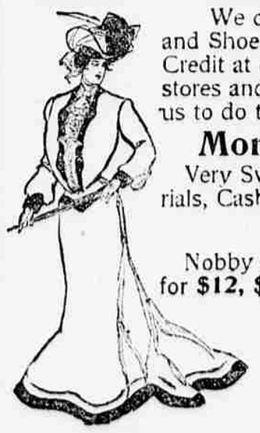

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