

THE OLD RELIABLE



BAKING POWDER

Absolutely Pure

THERE IS NO SUBSTITUTE

Theatrical.

Andrew Mack in His New Play.

At the Lyceum last night Andrew Mack appeared in his new play, "The Bold Soggy Boy."...

It is a story that does not stick close to the probable development, while novel at times, leaves a good deal to be desired.

Miss Frances Ring was the graceful young woman that Lieutenant Adair made love to and Myron Calver still lingers in the memory of Adair.

"San Toy." Today.

There are twenty-six musical numbers in "San Toy" which will be presented at the Lyceum on Monday afternoon.

"San Toy" is being given on the road in the same complete manner that characterized its appearance at Daly's.

Charles Frohman's Empire Theater company headed by Charles Richman and Margaret Anglin will appear at the Lyceum on Wednesday evening.

The "Friskey" will be presented at the Lyceum on Monday afternoon.

Others Who Remembered It On Christmas.

Following are donations received by the Lackawanna hospital, in addition to those announced as received through Mrs. E. N. Willard.

Mrs. William Matthews, one crate oranges; Margaret and Emma Barker, 3 Christmas stockings filled with fruit, candy, toys, etc.

Monday Night's Match.

Both Men Are Reported to Be in Fine Condition.

Prof. M. J. Dwyer, of New Haven, Conn., who is matched to meet Dan McMillan, of Milwaukee, Wis., at the Madison Square Garden.

The New Haven Dispatch says that Dwyer is in fine condition and is working hard for the match here.

McMillan wins this match with Dwyer, he proposes to challenge Dan McLeod, the new American champion.

The match Monday night will be in mixed style wrestling, catch-as-catch-can, Greco-Roman and Cornish style, best two falls out of three.

STAGE NOTES.

A new musical farce, entitled, "Sunny Jim," is soon to go on tour under the

PER DIEM SYSTEM

WAS READ BY M. B. CASEY, OF THIS CITY.

He is Superintendent of the Car Service of the Lackawanna Railroad and Represented That Company at the Recent Meeting of the New York Railroad Club—Improvement in the Return of Cars That Has Been Wrought by the New Method of Charges.

The following interesting paper on "The Operation of the Per Diem System of Settlement for Car Hire," was read recently by M. B. Casey, superintendent of car service, of the Lackawanna railroad, at the meeting of the New York Railroad Club in New York.

In accepting the invitation of the New York Railroad Club to present a paper on this subject, the "Operation of the Per Diem System of Settlement for Car Hire" I did so with the knowledge that owing to the short time the system has been in effect the maximum benefits claimed for it by its strongest supporters would not have been accomplished.

My efforts to secure from lines in different sections of the country the actual facts regarding the operation of the per diem system have, in their respective territories, been limited to state, but without avail, the prevailing impression being that it is preferable to give the matter the benefit of the doubt before judgment is passed. I note also that the American Railway Association has not published the replies to their circular No. 202, which inquires for the per diem on the railroads, members of the per diem agreement, for the reason, as I understand it, that the replies are not of a uniform character.

Primarily, per diem is for the purpose of stimulating and accelerating the loading, forwarding and release of cars, and, when released, the return of foreign cars to owners. In this connection I beg to call your attention to some statistics showing the daily average number of Lackawanna cars on their home road during the months of July, August, September and October, 1901, as compared with the year:

Table with columns: Month, Year, Increase. Rows for July, August, September, October, November.

This shows a daily average number of Lackawanna cars on their home road for the period mentioned above and above that of the corresponding period of the year 1901 of 2,775 cars, equal to a daily average increase of fourteen and one-fifth cars, or nearly seven per cent.

Another feature that is strongly in evidence in the operation of the per diem system is the fact that the number of Lackawanna cars on their own lines decreases, clearly indicating that as the demand for equipment increases this equipment is delayed more seriously, and I might add, in a legitimate way, for the reason that there is a constant demand for the equipment.

Case of One Railroad.

Corroborative of this, I now have in mind one railroad that in previous years, under the mileage settlement, detained Lackawanna equipment in lots of one hundred or more cars for a period of forty days per car. This same railroad this year orders equipment in having as yet earned no interest on that line. If the practice in vogue on that line prior to the inauguration of per diem is still in vogue, it would have averaged a penalty of ten days per car on all Lackawanna cars delivered there.

Special Reasons.

First—The railroads having Lackawanna equipment located same, and placed on their loading line, thus minimizing their expense for car hire.

Second—The fact that the Pennsylvania railroad, negotiating a huge deal for the exportation of American bituminous coal. This is a plan that has been contemplated for some years, for the reasons above stated—the short-closed output of Pennsylvania coal as compared with the requirements. The coal to be sold is expected to displace that now sold by Wales along the Mediterranean coast and in France.

Third—In previous years there was an immense demand for foreign cars at our Buffalo terminal in which to transfer coal for movement via western lines, for which there has been no demand up to December 1 this year.

Table: AVERAGE DETENTION PER CAR. Columns: Month, Year, Decrease. Rows for July, August, September, October, November.

suit of per diem is to a certain extent indirectly so that the result of the inauguration of per diem, car service received an impetus and support by all means enabled it to secure a much more prompt release of cars than heretofore. In addition to this, our increased facilities at large terminals have reduced the amount of equipment being detained to release more cars per day; further, the abolishing of intermediate train terminals, or, in other words, reducing the number of stops, has correspondingly reduced the opportunities for delays, which in turn assists in decreasing the detention of cars on our own roads.

Matter of Earnings.

Next in importance is the matter of the earnings resulting from freight car hire by foreign lines, in connection with which I desire to state that the amount earned by the Lackawanna railroad for the months of July, August, September and October this year, is two and one-half per cent. less than what was earned for the same months of the year 1901.

Some Other Things.

There are one or two other things which the system has brought about which I wish to present. It has awakened the liveliest appreciation in all the departments of railroad work of the importance of the factor of equipment and the money value incident thereto; in a general way it has resulted in closer relationship between the car service officer and the freight department.

Scranton and All Quotations Based on Par of 100.

Table: STOCKS. Columns: Bid, Asked. Rows for Lackawanna, Erie, etc.

SOFT COAL FOR FRANCE.

One far-reaching result of international importance of the recent steamship consolidation is outlined in a special article written for the Manufacturers' Record by J. E. Seward, the coal expert, in which he says:

"The production of coal in France is about 15,000,000 tons less than the fuel requirements of that country, and the main source of supply for the deficit has been Great Britain, and everyone knows that there is no great affection between the peoples of the two countries named, and with any other source of supply open to them, that the owners of the great industries of France would be quick to seek that source and avail themselves of it, and leave 'perfidious Albion' in the lurch. At the same time the coal-owner of Great Britain finds that there is a demand for all the coal he can produce to such a degree that he puts a value on it such as some of his customers are loath to pay, and that is another reason why those customers would, if they could do so, avail themselves of other sources of supply. It is for these reasons that there has lately been a 'rush across the sea'; there have been inquiries for American coals, and there were shipments at one time that gave the idea of what could be done.

"Within a few days it has been stated that a gentleman was in Paris as the agent for the Morgan shipping trust, and that he had been in contact with the Pennsylvania railroad, negotiating a huge deal for the exportation of American bituminous coal. This is a plan that has been contemplated for some years, for the reasons above stated—the short-closed output of Pennsylvania coal as compared with the requirements. The coal to be sold is expected to displace that now sold by Wales along the Mediterranean coast and in France. Welsh coal is a good steam producer, but the New River and Pochontas product is a better one, and the Pennsylvania railroad, negotiating a huge deal for the exportation of American bituminous coal, next spring, as the strike has so increased the price in America that it cannot be sold with profit now. The Pennsylvania railroad, negotiating a huge deal for the exportation of American bituminous coal, will act as fiscal agents in Europe in the enterprise when it is carried out in its completeness."

THE MARKETS.

Wall Street Review.

New York, Dec. 26.—The activity of the buoyant tone developed in the stock market today came as something of a surprise. The market started off in a dull and listless manner as possible, it was a matter of course that the dominant of the week left after the Christmas holiday would be idly spent in Wall Street, many brokers and investors on Wednesday evening to be gone until Monday morning. The tightness of the money market was looked to as an additional factor to repress speculation and this was the case early in the day at which time the call loan rate rose to 12 per cent. with loans reported at 15 per cent. Later in the day developed that lenders were over supplied and were left with considerable amounts on their hands as a result of holding out for rates. The grounds of the animation in the stock market were not entirely plain. The early stages of the movement seemed congested with a few stocks and the principal buying in these shares was by brokers often employed in large firms. The Christmas interests, including the so-called western contingent, was notably true of the buying of Erie which was continued up to the close of the market, sustaining the general list by sympathy. The ground of the buying was not stated, but claims were circulated of large earnings in prospect for the coming year, and among individual causes, rumors persisted of a "melon cutting" for great Northern stockholders. A Montana judicial decision in a copper case gave rise to the usual feeling of advantage by both contending factions, and this was accompanied by renewed claims that early action should be taken on the new stock authorized, but this was not done until the close when the directors had advanced the regular monthly meeting without action. The movement in People's Gas was attributed to the reports that the company had secured a new contract in the Paris field. The upward movement became too general, however, to be attributed to any one cause, and the market closed firm and active. Total sales, \$1,000,000. There were some investment demand manifest for the day, especially in the case of the well secured issues. Total sales, \$1,000,000. United States 2s and new issue, \$2,500,000. United States 2s and new issue, \$2,500,000. United States 2s and new issue, \$2,500,000.

The following quotations are furnished by the Tribunes: High and Froese, 312-315 Mears Building, W. D. Runyon, manager.

Table: Open, High, Low, Close. Rows for Amal, Copper, Am. Cotton, etc.

Scranton and All Quotations Based on Par of 100.

Table: STOCKS. Columns: Bid, Asked. Rows for Lackawanna, Erie, etc.

NEW YORK COTTON MARKET.

Table: Open, High, Low, Close. Rows for January, February, etc.

Chicago Grain Market.

Chicago, Dec. 26.—Trading on the board of trade was extremely dull, but wheat held about steady. May closing a shade higher. May corn was also up a fraction while the National Live Stock and Horse Show was closed 7 1/2c to 7 3/4c higher. Cash quotations were as follows: December, 75c; No. 2, 76c; No. 2 red, 77c; No. 2 white, 78c; No. 2 yellow, 79c; No. 2 mixed, 80c; No. 2 white, 81c; No. 2 yellow, 82c; No. 2 mixed, 83c; No. 2 white, 84c; No. 2 yellow, 85c; No. 2 mixed, 86c; No. 2 white, 87c; No. 2 yellow, 88c; No. 2 mixed, 89c; No. 2 white, 90c; No. 2 yellow, 91c; No. 2 mixed, 92c; No. 2 white, 93c; No. 2 yellow, 94c; No. 2 mixed, 95c; No. 2 white, 96c; No. 2 yellow, 97c; No. 2 mixed, 98c; No. 2 white, 99c; No. 2 yellow, 100c; No. 2 mixed, 101c; No. 2 white, 102c; No. 2 yellow, 103c; No. 2 mixed, 104c; No. 2 white, 105c; No. 2 yellow, 106c; No. 2 mixed, 107c; No. 2 white, 108c; No. 2 yellow, 109c; No. 2 mixed, 110c; No. 2 white, 111c; No. 2 yellow, 112c; No. 2 mixed, 113c; No. 2 white, 114c; No. 2 yellow, 115c; No. 2 mixed, 116c; No. 2 white, 117c; No. 2 yellow, 118c; No. 2 mixed, 119c; No. 2 white, 120c; No. 2 yellow, 121c; No. 2 mixed, 122c; No. 2 white, 123c; No. 2 yellow, 124c; No. 2 mixed, 125c; No. 2 white, 126c; No. 2 yellow, 127c; No. 2 mixed, 128c; No. 2 white, 129c; No. 2 yellow, 130c; No. 2 mixed, 131c; No. 2 white, 132c; No. 2 yellow, 133c; No. 2 mixed, 134c; No. 2 white, 135c; No. 2 yellow, 136c; No. 2 mixed, 137c; No. 2 white, 138c; No. 2 yellow, 139c; No. 2 mixed, 140c; No. 2 white, 141c; No. 2 yellow, 142c; No. 2 mixed, 143c; No. 2 white, 144c; No. 2 yellow, 145c; No. 2 mixed, 146c; No. 2 white, 147c; No. 2 yellow, 148c; No. 2 mixed, 149c; No. 2 white, 150c; No. 2 yellow, 151c; No. 2 mixed, 152c; No. 2 white, 153c; No. 2 yellow, 154c; No. 2 mixed, 155c; No. 2 white, 156c; No. 2 yellow, 157c; No. 2 mixed, 158c; No. 2 white, 159c; No. 2 yellow, 160c; No. 2 mixed, 161c; No. 2 white, 162c; No. 2 yellow, 163c; No. 2 mixed, 164c; No. 2 white, 165c; No. 2 yellow, 166c; No. 2 mixed, 167c; No. 2 white, 168c; No. 2 yellow, 169c; No. 2 mixed, 170c; No. 2 white, 171c; No. 2 yellow, 172c; No. 2 mixed, 173c; No. 2 white, 174c; No. 2 yellow, 175c; No. 2 mixed, 176c; No. 2 white, 177c; No. 2 yellow, 178c; No. 2 mixed, 179c; No. 2 white, 180c; No. 2 yellow, 181c; No. 2 mixed, 182c; No. 2 white, 183c; No. 2 yellow, 184c; No. 2 mixed, 185c; No. 2 white, 186c; No. 2 yellow, 187c; No. 2 mixed, 188c; No. 2 white, 189c; No. 2 yellow, 190c; No. 2 mixed, 191c; No. 2 white, 192c; No. 2 yellow, 193c; No. 2 mixed, 194c; No. 2 white, 195c; No. 2 yellow, 196c; No. 2 mixed, 197c; No. 2 white, 198c; No. 2 yellow, 199c; No. 2 mixed, 200c; No. 2 white, 201c; No. 2 yellow, 202c; No. 2 mixed, 203c; No. 2 white, 204c; No. 2 yellow, 205c; No. 2 mixed, 206c; No. 2 white, 207c; No. 2 yellow, 208c; No. 2 mixed, 209c; No. 2 white, 210c; No. 2 yellow, 211c; No. 2 mixed, 212c; No. 2 white, 213c; No. 2 yellow, 214c; No. 2 mixed, 215c; No. 2 white, 216c; No. 2 yellow, 217c; No. 2 mixed, 218c; No. 2 white, 219c; No. 2 yellow, 220c; No. 2 mixed, 221c; No. 2 white, 222c; No. 2 yellow, 223c; No. 2 mixed, 224c; No. 2 white, 225c; No. 2 yellow, 226c; No. 2 mixed, 227c; No. 2 white, 228c; No. 2 yellow, 229c; No. 2 mixed, 230c; No. 2 white, 231c; No. 2 yellow, 232c; No. 2 mixed, 233c; No. 2 white, 234c; No. 2 yellow, 235c; No. 2 mixed, 236c; No. 2 white, 237c; No. 2 yellow, 238c; No. 2 mixed, 239c; No. 2 white, 240c; No. 2 yellow, 241c; No. 2 mixed, 242c; No. 2 white, 243c; No. 2 yellow, 244c; No. 2 mixed, 245c; No. 2 white, 246c; No. 2 yellow, 247c; No. 2 mixed, 248c; No. 2 white, 249c; No. 2 yellow, 250c; No. 2 mixed, 251c; No. 2 white, 252c; No. 2 yellow, 253c; No. 2 mixed, 254c; No. 2 white, 255c; No. 2 yellow, 256c; No. 2 mixed, 257c; No. 2 white, 258c; No. 2 yellow, 259c; No. 2 mixed, 260c; No. 2 white, 261c; No. 2 yellow, 262c; No. 2 mixed, 263c; No. 2 white, 264c; No. 2 yellow, 265c; No. 2 mixed, 266c; No. 2 white, 267c; No. 2 yellow, 268c; No. 2 mixed, 269c; No. 2 white, 270c; No. 2 yellow, 271c; No. 2 mixed, 272c; No. 2 white, 273c; No. 2 yellow, 274c; No. 2 mixed, 275c; No. 2 white, 276c; No. 2 yellow, 277c; No. 2 mixed, 278c; No. 2 white, 279c; No. 2 yellow, 280c; No. 2 mixed, 281c; No. 2 white, 282c; 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No. 2 mixed, 335c; No. 2 white, 336c; No. 2 yellow, 337c; No. 2 mixed, 338c; No. 2 white, 339c; No. 2 yellow, 340c; No. 2 mixed, 341c; No. 2 white, 342c; No. 2 yellow, 343c; No. 2 mixed, 344c; No. 2 white, 345c; No. 2 yellow, 346c; No. 2 mixed, 347c; No. 2 white, 348c; No. 2 yellow, 349c; No. 2 mixed, 350c; No. 2 white, 351c; No. 2 yellow, 352c; No. 2 mixed, 353c; No. 2 white, 354c; No. 2 yellow, 355c; No. 2 mixed, 356c; No. 2 white, 357c; No. 2 yellow, 358c; No. 2 mixed, 359c; No. 2 white, 360c; No. 2 yellow, 361c; No. 2 mixed, 362c; No. 2 white, 363c; No. 2 yellow, 364c; No. 2 mixed, 365c; No. 2 white, 366c; No. 2 yellow, 367c; No. 2 mixed, 368c; No. 2 white, 369c; No. 2 yellow, 370c; No. 2 mixed, 371c; No. 2 white, 372c; No. 2 yellow, 373c; No. 2 mixed, 374c; No. 2 white, 375c; No. 2 yellow, 376c; No. 2 mixed, 377c; No. 2 white, 378c; No. 2 yellow, 379c; No. 2 mixed, 380c; No. 2 white, 381c; No. 2 yellow, 382c; No. 2 mixed, 383c; No. 2 white, 384c; No. 2 yellow, 385c; No. 2 mixed, 386c; 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