#### THE SCRANTON TRIBUNE-THURSDAY, DECEMBER 29, 1898.



which grows in abundance here.

VERY LAVISH.

tal of sand was built and all around

the edges were fixed rows of bright

worked.

and regiment.

in silence.

#### **CHRISTMAS DAY** WITH THE SOLDIERS

THIRTEENTH IN CAMP CELE-BRATES IN GRAND STYLE.

There Were Feasts Something Akin Those Which Were Served at Home-Company Streets and the Thirteenth's Territory Generally Was Decorated in Gala Attire in Honor of the Day-Southern Verdure Put to Good Use in Making Novel and Beautiful Designs.

Special to the Scranton Tribune Camp MacKenzie, Augusta, Ga., Dec 25 .- Christmus day has been pleasantly spent in camp. The boys have been enjoying thenselves in every way possible, and the officers have been active in the work of promoting the spirit of general good will. In the morning at 5 o'clock a number of the Catholic soldiers attended services in Augusta. going there by special cars. At 10.20 elock chaptain Stahl conducted wellattended services in the Young Men's Christian association tent, and preached an elequent sermon suitable to the occusion.

The accorations of the company streets were remarkable for the true artistic taste displayed. They were gotten up on a most elaborate scale. and all the rich growths of the South were resorted to liberally, in order to make the effect as natural as possible For the past week details have been going to the woods and returning with loads of holly, mistletoe, evergreens mosses, pines, Spanish bayonet and small palmettos. The entire camp at night time was a regular fairyland, which charmed one at every step.

Company H had two rows of pine trees, a triple arch of pine, holly and evergreens. Over the center, or main arch, were represented the corps badge and the Keystone, while made of cotton were the words "Good Will To-wards Men." Over all waved the national colors.

Company G's decorations consisted of a star and half moon of sand which ornamented the centre of the street. The simple arch which stood at the head of the street was heavily draped in remembrance of Sergeant Taylor, who died a few days ago. The work was done by Private Le Roy Bunnell.

In the matter of beautiful decora-tions Company F ranked very high. A large triumphal arch was raised and on top swung a large bell. The working in sand and clay was particularly fine. In front of the archway was a raised platform of dark sand, on which were inscribed in bright colors the words "Co. F, 13th Regiment, P, V, L, Scranton, Pa.' In the company's street were other designs

Company B had three arches the center one being the largest, with the Keystone and a liberal supply of red, white and blue.

The preparations

Many people fear that some day everything in this pit will sink, to no one knows where; on the other hand, some say the railroad men have got the upper hand of the "Bottomless Pit," and that by constant attention and fill ing up they will eventually have a solid roadbed over the pit. This place has mystified the best en-

gineers, and it is certainly marvellous what has become of the mountains of gravel, old railroad ties and thousands of tons of slate blocks that have been dumped into the maw of this yawning pit, and which never seems willing to cry, "Hold, enough!" by Company D were very elaborate. A large archway, composed of pines, holly, and surmounted by the national

#### THE N. Y., O. & W. R. R.

colors and a large Spanish bayone "The surplus earnings of the New plant, was ornamented with a star York, Ontario and Western Railway of holly leaves, a corps badge of holly company have maintained a very close berries, wreaths of evergreens and average for several years past, a fact holly. In a large circle of white sands of some interest in view of the recent were worked some very pretty de-signs. On top of the arch was the activity in the stock on the talk of a diversion of the common into two classdesign of the company and regiment es upon the completion of the refundworked in a species of lang sand grass ing of the consolidated first mortgage fives," says the Philadelphia Stockhold-For A Company two long rows of er. "As to what shape the division into pines ornamented each side of the common and preferred may take no street, at the end of which was reared conclusion has been reached, but the a rounded arch. A large gateway was general belief is that the arrangement raised at the entrance to the street, will allow of a dividend on the preand at the very top was the letter "A." ferred, calculated upon the company's On the sides were representations of average profits which could be devoted two half moons, of the Keystone, and to such a purpose. of the corps badge, all beautifully "As to Ontario and Western's earning

power this has been a very steady quantity, and the same may be said Company C's street presented a tyof the expenses, net earnings and fixed plcal oriental scene. An avenue of pines was on each side of the street, charges, which would seem to indicate that to determine what to do with the and at the end was a large gateway. stock should be a matter presenting few or no difficulties, the surplus, as Long wreaths were strung from tent to tent and from these wreaths Chinalready pointed out, following the se lanterns were suspended. At the ourse of these items and changing litupper end of the street a large pedestle from year to year."

THIS AND THAT.

tin stoppers, used for bottle corks, and G. B. Markle & Co, have let a conwhich appear bright at night time Of these were made the words "Scran-ton, Pa." From this pedestal was raisract to drive a tunnel from Jeddo No. to the Old Pink Ash workings. The work will be continued day and night ed a large frame in the form of a until completed. The Old Pink Ash Keystone, from the center of which vere suspended two horse shoes of workings have been idle for the past thirty years or more, and are all filled holly, and the names of the company with water. It is proposed to drain With the exception of Company H them by the tunnel.

The North Cornwall furnace of Cornvery company in the regiment had wall, near Lebanon, operated by the ither a chicken or a turkey dinner and the boys fared quite well. The Lackawanna Steel company of Scrannenus included turkey with cranberton, was badly wrecked Monday by an explosion. The explosion occurred just ry sauce, beer, fruit and nuts by the after a cast had been made, which acway of extras, sweet potatoes, pudding with brandy sauce, cigars, celery, etc counts for no one being injured, al-It was in C Company, however, that though several had narrow escapes. The casting house caught fire from the the occasion was most enthusiastically elebrated. The evening before Capmolten metal, consuming all the woodtain Robling had fitted up a Santa work. The damage is estimated at about \$20,000. Claus in regimentals, with long, white

beard, and a heavy bag on his back. J. F. Legge has been appointed terminal agent of the Baltimore and Ohio The figure was represented as leaning over an artificial chimney, which was railroad at Washington, D. C., in charge placed on the roof of the moss hall. In of passenger and freight stations and the morning at roll call the captain sawill assume the duties of that possition luted his men with a "Merry Christon January 1. Mr. Legge is an old Baltimore and Ohlo man, having been superintendent of the fourth and fifth mas," and then gave the order "right face." Everybody was on the alert, and wondered what was the matter. They divisions in years gone by and conwere marched into the mess hall and nected with the road in various other capacities. He was in charge of the each man was given a two-pound hag of candy, nuts and fruit. It was the Washington terminals from 1884 to 1887. only instance of the kind in camp. The North American Coal company has been chartered with a capital of

#### SANTA CLAUS,

Company C's dinner was followed by are located at Wilkes-Barre. The dian entertainment. General Gobin, who rectors are C. A. Shofford, New York; was making the rounds of the brigade A. R. Anthony, Wilkes-Barre; N. W. Anthony, New York; Harold G. Vilcamp on horseback, happened to pass by at the time, and expressed his pleaslard, Dobbs Ferry; Archibald Forbes, Morristown, N. J.: Hector H. Tyn-dale, New York; Gustav Ulbricht, New ure at the way the boys were enjoying themselves. When Santa Claus, on the roof, was pointed out to him. York: James T. Sharkey, West Pittshe laughed heartily. Many of the staff ton: Charles R. Sharkey, Scranton. officers also were present, attracted by The Lehigh Valley Coal company is the vocal and instrumental music.

receiving bids for the driving of two In B Company's street a roll of honor immense tunnels in the Hazleton shaft. was prepared. The background was of There are a large number of contracwhitest sand on which were written in black letters the following inscrip-first lift and another 1,200 feet in the

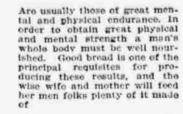
CURED BY CUTICURA

I was suffering tortures from a disc alp., I was scratching my head from n calp. I was scratching my head from morn-ing till night. Little pimples broke out all over my head. I had no rest. I washed my head with hot water and CUTICURA SOAP, and applied CUTICURA as a dressing. Now my head hasn't a pimple on it, and my hair is growing splendidly. ADA C. HARRELL, 330 Grand St., Jersey City, N. J.

I thought I would go frantic with itching scalp humors. I lost considerable of my hair of which I had an abundance. I tried several remedies, they failed. I tried CUTICURA SOAP, relief inumediate, itching completely gone. Mrs. M.JUDAN, 246 Halliday St., Jersey City. Bold throughout the world. Porren D. & C. Cone., Sale Props., Boston. How to Produce Luxurus I Hale

\*

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# **CHRISTMAS AFTERMATH**

We are glad of a breathing spell after the holiday rushgives us a chance to see where we are at. Incidentally, we find a mixed state of affairs, now that we have time for a survey.

We find a topsy-turvy Cloak condition that requires a nervy bit of price surgery to relieve it. Some of the new prices, you will find, are cut in the middle, or near it, in all the knife has been driven home and the cut shows plainly.

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The Annual Clearing Sales. . .

We begin this week the readjustments of all departments to con- Bangor and Portland railroad, about ditions that will enable us to place midway between Portland and Bangor. with knowledge our orders for Johnsonville has an unique natural feaspring and summer. There will be SPECIAL SALES in all departments and reduced prices will, prevail evand reduced prices will prevail ev- guessing when their troubles would erywhere. Bargains here will reach come to an end. their full dictionary sense- "something under value." Such terms to be a "bottomless pit," located about one-fourth of a mile west of Johnsonas "a quarter," "a third" and "a ville station, in a bog some 800 or 900 half off" will truthfully mean that feet in length. This pit, which is about proportion of reduction from the seventy-five feet in length, the railroad regular prices. Besides we look men have been unable to fill up ever for ward to the

## January Sales of Linens And Domestics

We have prepared for these by searching the markets and manufacturers for all that is good and serviceable and yet at specially and coal are run over it. The railroad it well built, and has a very solid road-THE PRINCIPAL FEATURE of

the week will be the

### Muslin Underwear Sale

the above head that belong to "milady's" wardrobe and are composed wholly or in part of Cambrics, Lawns, Nainsooks and Lacesboth domestic and imported, that have become mussed, soiled and this bog has been drained by the railwrinkled by handling in display and showing have been reduced to figures that come pretty near reaching the values known as

Half Prices.

ISAAC LONG. 78 and 75 Public Square, WILKES-BARRE, PA. tion: "Roll of Honor. Private Daniel first life and another 1,200 feet in the Tubbs died at Philadelphia, Pa., Aug. second lift, running north and south 20; Private James Dwyer died at to the Buck mountain vein. These tun-Scranton, Pa., Oct. 26; Corporal Lewis nels will tap the Twin, Primrose, Mam-M. Reese, died at Reading, Pa., Dec. moth and Buck Mountain veins. The 22. May they rest in peace." General 22. May they rest in peace." General tunnels will open up the largest basin Gobin, while riding by, noticed it and of coal in the Lehigh region and mean approached to read it. He then rever-ently removed his hat and rode away employment for many miners.

"The relations between the passenger Richard J. Bourke. departments of the Pennsylvania and the Baltimore and Ohio railroads," said INDUSTRIAL JOTTINGS. D. B. Martin, manager passenger traffic of the Baltimore and Ohio, "are not strained nor is there a rate war in Bottomless Pit on the Bangor and progress, as has been stated in several Portland Railroad That Has recent newspaper paragraphs. While, of course, we do not like the new fea-Caused Great Annoyance ture introduced by the Pennsylvania railroad, considering the aggressive action of our own line and all other circumstances in connection with the Johnsonville, Fa., has a real wonder,

passenger situation at this time, we are not in a position to find much fault.' The present management of the Lehigh Valley railroad, in pursuing its policy of retrenchment, is gradually closing up the various repair, car huilding and machine shops at different points along the line of the road and consolidating and centralizing them at convenient points. This has probably

The trouble is all about what seems given rise to the report that the company would in the future build nil its own engines. Such, however, is not the intention; but, in order to keep to-gether an efficient force of mechanes to make the necessary repairs to its locomotives, new ones may be turned since the road was built, which was in out from time to time .- Philadelphia Record.

1880. After years of toll and great expense those in charge of the work are congratulating themselves that they have finally accomplished their task, though they fear to wake up some morning to hear that the roadbed is sinking out of sight, as it has done several times already.

to Railroad Officials.

The Bangor and Portland railroad was built in 2880; its entire length, inluding leased lines and branches, is fifty-one miles. The road is built in one of the largest slate regions of America, and very heavy trains of slate bed with the exception of this so-called "Bottomless Pit." But President Miller spares neither time nor money to make this place safe for the great amount of traffic over it. Since the road was built there have been two fatalities in this bog, one caused by the accidental dumping of a gravel car in which Lewis Warner, of Mt. Bethel, Pa., was killed, the other being due to All the articles that come under a man-who was thought to have been in an intoxicated condition-falling into culvert and being struck by one of

Train he fast passenger trains. During heavy rains the track over his plt is covered with water to the depth of from two to three fect, but road company so that it takes but a few hours for the water to run out and the tracks are again visible. Thous-ands of carloads of gravel, besides trainloads of old railroad ties and thousands of tons of slate blocks have been dumped into this pit; but in a short time all disappeared, and, like Oliver Twist, the pit would call for more. The train men are well aware of the situation in this bog and all trains are run slowly and cautiously over the plt. Long iron rods have been run down into this pit, but as yet no bottom has been reached.



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