

**LIVE NEWS OF THE INDUSTRIAL WORLD.**

**STORY FROM NEW YORK ABOUT LACKAWANNA CHANGES.**

**Removals Do Not Presuppose Inefficiency on the Part of Those Retired—New Management Desires to Have Men Wholly in Harmony with the New Policy—Charles Graham, Jr., Goes to Buffalo and Will Be Succeeded at Kingston by His Brother—Minor Jottings.**

A New York special to the Buffalo Evening News contains the following: "Several changes are hourly expected in the Lackawanna system, and everyone wonders where the lightning will strike next. The changes in the general management have not been so objectionable to Scranton people as the directors had every reason to expect at the beginning. The new officials seem disposed to conciliate the men at Scranton and adjacent points by a liberal, broad policy, wholly different from that which obtained under the old regime. The new officials seem to have more power and wider latitude than that enjoyed by the force recently deposed.

"One evidence of the policy of the new management may be noted in the matter of desks. For five or six years one of the chief officials at Scranton has been trying to summon courage enough to buy a Cutler desk. He never bought it. Desks which bore a slight resemblance to the Cutler and which might have answered every purpose at some wayside station, had to serve. But they cut a sorry figure in the general offices and led many visitors to fear that the apparent economy there displayed might extend to other departments which could ill bear it.

"Apparent economy" is said advisedly, for really if the time taken by the carpenters and woodworkers in the construction of these primitive affairs were taken into consideration, the desks cost more than the Cutlers.

"This is all changed now, and Mr. McKenna, who's wiser than some of his confederates, saw where the lightning was going to strike, and resigned in time to escape the bolt. He'll make no more desks. Things have changed. Men at the heads have changed, and the railroad men have changed with them. In most instances where they could not keep abreast of the new order. New faces are seen at the desks where the old-timers once held sway.

"The late retirement of General Superintendent Hallstead is an instance. He was and is interested in many private enterprises, and he holds stock in almost everything that is good. He is probably the only one in the system who got out with anything like a competency.

"The transfer of George Graham from Stroudsburg to Kingston, and the transfer of his brother to Buffalo is another of the unexpected changes. So too, was the change of Mr. Honan to the dispatcher's office with Mr. Marston in Buffalo.

"Mr. Marston is probably the richest superintendent in the United States, considering railroad interests. He is, like Mr. Hallstead, interested in many private enterprises, and he is one of the most popular men in all of the Lackawanna system. Mr. Marston is probably the only one of the officials who has met with general approval from the new board of managers. The retirement of these many officials does not presuppose their inefficiency. It is the desire of the management to secure men wholly in harmony with the new policy, and thoroughly familiar with the proposed work.

"It is supposed now that with the introduction of Sunday trains there will be a new flyer put on the Lackawanna to meet the challenge of the Empire State of the New York Central and the Black Diamond of the Lehigh Valley."

**Transferred to Buffalo.**

Charles Graham, Jr., master mechanic of the Kingston shops of the Delaware, Lackawanna and Western Railroad company, has been appointed to succeed F. B. Griffiths, who has resigned his position as master mechanic of the company's big shop at East Buffalo. Mr. Graham will have charge of nearly 800 men employed on the Buffalo and Cayuga divisions of the road. The new appointee was born in this city, and has been in the employ of his company twenty-three years. He served his apprenticeship under his father at the Kingston shops. In 1886, when his father was transferred to this city, he was made general foreman. Five years later he became master mechanic, which position he has held until his present promotion. The position he now assumes was first held by his father.

Mr. Graham is succeeded at Kingston by his brother, George Graham, who until about two weeks ago was in charge of the company's shop at Stroudsburg.

**The Storage Yard.**

The material for the proposed coal storage yard of the Delaware, Lackawanna and Western at Annetts park is arriving," says the Carbonate News. "Contractor Wilson estimates that he will use 15 car loads of cement in the concrete base and brick partitions which will separate the various sizes of coal. The culm which will underlie the concrete is being placed in position now."

"It will take several months for a port-

Wilson to complete his contract and during this time he will have employment for several scores of men. For his convenience he will have a small office building erected. When completed the storage plant will give steady employment to quite a number of men. The surplus coal from all of the Delaware and Hudson collieries in this vicinity will be stored at the park."

**Foreman Cooper Has Resigned.**

John Cooper, outside foreman at the Taylor mine of the Delaware, Lackawanna and Western company, has tendered his resignation to Superintendent Loomis, to go into effect tomorrow.

Mr. Montgomery, of Wilkes-Barre, who has held a similar position with the Parrish Coal company, will succeed Mr. Cooper in the position he has held for thirty years.

**This and That.**

Frederick Williams, who has been foreman in the Delaware, Lackawanna and Western machine shop here, has been made master mechanic of the shops at Syracuse.

The South mill of the Lackawanna Iron and Steel company resumed operations last night after a suspension of three days, necessitated by the breaking of a piece of machinery. Every department is now in full working order.

The Pennsylvania has turned out of its shops at Altoona four new engines and has consigned them to the Middle division on account of the increased freight traffic on that section of the road and the constant demand for motive power. The new engines are of the moult type.

At a meeting of the Wilkes-Barre board of trade last week a number of gentlemen interested in a cotton mill being built there were present and the plan was discussed at length. Clarence Whitman, treasurer of the Wilkes-Barre Lumber mills, will invest \$200,000 toward the capital if others interested will raise a similar amount, and it is very probable that this will be done.

John T. Thomas, who has been inside foreman at the Cameron colliery at Shinnokh for several years past, has resigned his position, to take effect August 1, when he will remove to Nanticoke to become assistant superintendent of the Susquehanna Coal company's three collieries in that vicinity.

**PITTSBURGH NEWS**

The Pittston Cemetery association, which recently purchased several acres of additional land from the Pennsylvania Coal company, adjoining their present plot, are busily engaged grading the same and laying out paths and roadways. This city of the dead has been wonderfully improved of late. Many of the old fences surrounding lots have been razed, and everything is more modern and beautiful.

Reverend Robert Olyphant, occupied the pulpit of the Welsh Congregational church yesterday and delivered two powerful sermons to large congregations.

Rufus Price, of Springfield, Mass., is the guest of his sister, Mrs. Will F. Monies, of Broad street.

The excursion of the Clear Spring Coal Company Keg fund to Harvey's lake on Saturday was a most enjoyable and successful affair. Joseph L. Calk and family joined the gathering, and the manner in which they enjoyed the day with those under Mr. Calk's employ did much to cement ties of friendship which will long be remembered between employer and the employed.

A little child of Thomas Brodie, of Butler street, died on Saturday. The funeral occurs this afternoon.

An Evangelical church was dedicated in Ransom yesterday by Bishop W. M. Stanford.

John Battle arrived here unexpectedly from Wyoming territory on Saturday. He was a resident here two decades ago, and is now interested in mining pursuits in that western country.

The street committee went down to Dorrance on Saturday afternoon to examine the brick pavement in that borough, which was put down for \$150,000 per yard, while the bid here for the same pave by the Lynott Brothers & Co. was \$2.04 per square yard. When the street committee met on Saturday evening to consider the several bids, in accordance with the rulings of Chairman Joyce, members Henegan and Hines, of the select, refused to attend, and the object and plans of Chairman Joyce fell through. The select and common council will meet tonight to hear the report of the committee. The session tonight promises to be an interesting one.

**LONDON'S PASSENGER TRAFFIC.**

Some of the Marvels of This Great Metropolis.

From Tit-Bits.

We get some conception of the immensity of the passenger traffic of London and New York from the fact that the passengers carried every year within these two cities outnumber by many thousands the entire population of the world.

The railways, omnibuses and trams of Greater London convey 790,000,000 passengers every year, an army which, however closely packed, would more than fill the whole of our London parks, sixteen times over; or, in other words, London's passengers would require an enormous park, ten miles long and five miles wide merely for standing room. They would form a column sixteen abreast and standing at intervals of a yard long enough to reach around the earth at the equator, with a residual column, thirty-two deep, reaching from London to Naples.

Apart from the railways, on which alone 1,000,000 has been spent within the last twenty years, London's passengers require a line of omnibuses long enough to stretch two deep from Whitechapel station in the far east, across London to Shepherd's Bush station in the west. The tram cars in daily use when hauled would form a single line from Shepherd's Bush via Holborn and Oxford street to the Bank of England, a distance of six miles. The 11,000 old hansom and four wheel cabs would make an imposing column four deep and as long as our double line of omnibuses.

Of foot passengers, 200,000 of the entire population of Leicester, cross London Bridge every day. Every minute, from 11 till noon, twenty vehicles and ninety-four foot passengers pass along the Strand, or 1.28 vehicles and 5,668 people every hour. Pileably, boasts 1,487 vehicles and 2,916 pedestrians an hour, and in the same time 3,554 people walk along Tottenham Court road. Within an hour nearly 2,000 omnibuses pass a given point in Tottenham Court road, the Strand, Piccadilly and Cheapside, the numbers ranging from 47 for the bus and 34 for the last named thoroughfare.

Nearly a million people travel every day by rail within the boundaries of London. Making due allowance for the decrease of traffic on Sundays, London's railway passengers alone for a year would equal London's population seven times over, and in single file would stretch round the equator more than seven times.

**RAILS GROUND TO DUST.**

**Effect of the Constant Wear and Tear on a Railroad.**

From the Pittsburg Dispatch.

As consumers of steel the railroads in the vicinity of Pittsburg lead the world. During the past three months 230 miles of new steel rails, averaging ninety pounds to the ton, have been put down or distributed within thirty miles of the center of the city.

There are 1,700 yards in a mile, which would mean 290,200 yards for one line of rails in 170 miles, or 29,229,000 pounds of rails, or \$5,745,000 pounds for both lines of rails, or \$59,282 tons of steel rails needed in one year for Pittsburg roads, 90 per cent of which was for renewals on old lines.

There is somewhat of a mystery regarding where the steel worn out on a big road goes to. It is ground down almost to impalpable dust by the constant friction of the grinding wheels, and this friction is 5 per cent greater on curves than on straight stretches of track. The wear is also much greater on ascending grades on a straight track than on a descending grade. On curves the wear is mostly lateral or horizontal, while on straight track it is perpendicular, with a slight inclination toward the inside of the rail next to the flanges of the wheels.

The millions of tons of steel ground down to dust by the wheels of trains in this country are lost. It cannot be regained for scrap, because it settles down into the ballast, is brushed away by the rush of air caused by the swiftly moving train, and, like the star dust which falls upon the ocean, is lost forever.

In time, as civilization and the wheels of civilization move on, the railroads of the chief steam railways, as well as part of the adjoining ground, will become thoroughly impregnated with steel from dust from the grinding up of rails and wheels, because it must be remembered that the wheels grind the rails and the rails grind the wheels, and this is accumulating along our railroads at a rapid rate.

**PITTSBURGH NEWS**

**A FRIGHTFUL DUEL.**

**Rival Indian Snake Charmer in a Blood-Curdling Scene.**

From the Pall Mall Magazine.

On the morning (which was the third day), there was a long delay; the prologues spun out and spun out, each of the masters was in a very keen anxiety as to the snake the other had been reserving for the great effort. At last Souter came to the end of his patience and bade them peremptorily play or pay. Therapon Anant Ram set a small cloth on the ground gently and called loudly to have the first go. The "Lord of Devils" did not stand upon the order of his going; agreed on the instant; and his two pupils turned up a large basket in the middle of the ring and shook out of it about nine feet of that poisonous constrictor, the great hamadryad, or King Cobra. It is the only snake in India that attacks itself at all times. Its fierceness and courage are only equalled by the brightness of its coloring and the strength of its coils. It can poison a mortally and strangely as surely as any snake in the world. The Egyptian cerastes attacks and bites; the fer-de-lance of St. Lucia drops from the tree, vicious and fatal on the horseman. But they are not constrictors. The great hamadryad rears its green length of active, twofold, ferocious death in unparalleled dreadfulness.

Anant Ram threw up his arms over his head as the double horror rushed hissing at him; in a breath his coils were around him, its fangs tearing his arms. He flung himself down at the pain, and put about by the sudden act, the snake stopped biting a moment to tighten its coils. Then it reared as quickly as it could bend and strike, bit him horribly in the neck under the left ear. On the instant it jerked out its fangs with a shrill whistle and fell all slack about him; he had bitten clean through its back and was tearing its body asunder with frenzied hands. He rose bleeding, dizzy, will-eyed, and ghastrly; staggered to the cloth that hid his snake and yelled: "Quick to the trial! All three of you! Quick!"

The "Lord of Devils" and his pupils hustled round him; he whipped away the cloth and bared to their eyes a little, crooked, gray-haired stick. They stared at it; they stared at one another, and slowly knowledge came to them. They knew how Anant Ram had conquered the hamadryad; that he had won the devils to fight for him. They moved around the little stick with outstretched, twitching hands, their staring eyes glued to it, striving to beat down their dread, to force themselves to touch it, to awake it to malignance life. Slowly their dread mastered them; their faces grew gray and then green; one man gave back a step, crooked, gray-haired stick. They stared at it; they stared at one another, and slowly knowledge came to them. They knew how Anant Ram had conquered the hamadryad; that he had won the devils to fight for him. They moved around the little stick with outstretched, twitching hands, their staring eyes glued to it, striving to beat down their dread, to force themselves to touch it, to awake it to malignance life. Slowly their dread mastered them; their faces grew gray and then green; one man gave back a step, crooked, gray-haired stick.

**AVOCCA.**

On Saturday morning, Oella, the 11-year-old daughter of Mr. and Mrs. Martin Allen of Spike Island, a short distance above Mosaic, died very suddenly. Her symptoms were somewhat peculiar and there being no doctor in attendance, a report was circulated that the child died of smallpox. The house was deserted by the neighbors and in the evening when Undertaker O'Malley arrived, a doctor was also called in and after an examination, pronounced it a case of diphtheria. The funeral took place at six o'clock afternoon. Interment was made in St. Mary's cemetery.

On Friday evening a party of friends invaded the home of Mr. and Mrs. William Brown, Sr., and spent a few pleasant hours. The hostess treated them to a dainty luncheon was served. The following constituted the party: Grandma Brown, Mr. and Mrs. James Brown of Mosaic, Mrs. H. M. Steever, Miss Jennie Newlin and guest, Miss Dunn, of Hazleton, May and Blanche Sanders, Nettie Druffner, Alice and Agnes Monahan.

Mr. and Mrs. A. Farrell and family, of Green Ridge, spent yesterday with friends in Lincoln Hill.

An unpleasant incident is related in connection with the Freshwater excursion to Lake Erie on Friday. Walter Anderson carried in his hip pocket a purse containing \$40. While waiting amidst a great throng for accommodation at the boat house he missed it for the first time. He does not think it dropped from the pocket and should it be returned a liberal reward will be given.

John Reap of the West Side is spending a few weeks with his grandparents at Elmhurst.

An item in the Scranton Times on Saturday afternoon in regard to the sudden death of a woman named O'Brien at the Montrose jail occasioned considerable alarm among the friends of Mrs. Andrew O'Brien, whose disappearance still remains a mystery. About ten days ago she left home saying she was going to Patterson and nothing has been seen or heard of her whereabouts since then. It is believed by many that her mind is affected, otherwise she would not desert her three small children, the youngest being but two years old. She is tall, dark complexion, dark eyes and quite prepossessing in appearance. Any information regarding her will be appreciated.

**PIMPLES PREVENTED BY CUTICURA SOAP.**

The most effective skin purifying and beautifying soap, as well as purest and sweetest, for toilet, bath, and nursery. It strikes at the cause of bad complexion, red, rough hands, falling hair, and baby blemishes, viz., the clogged, irritated, inflamed, over-worked, or sluggish PORES.

**"Snow White"**

Flour is made of the choicest Spring Wheat and is a flour of great strength and nutritive value. It is used by thousands of people, and has won the approval of many prominent cooks. Great care is used in its manufacture to see that it is free from all adulteration, and is the very highest notch of excellence. You can use it for any kind of baking with perfect assurance that you will be pleased with the result.

Try it next time.

Your grocer sells it.

"We only wholesale."

**"Waste Not, Want Not."**

Little leaks bring to want, and little impurities of the blood, if not attended to, bring a "Want" of health. Hood's Sarsaparilla is the one and only specific that will remove all blood humors and impurities, thereby putting you into a condition of perfect health.

Bad Stomach—"Headaches and tired feeling, bad condition of stomach, caused me to take Hood's Sarsaparilla. It stopped all faint troubles." Charles Bower, Glens Falls, N. Y.



**CONNOLLY AND WALLACE**

SCRANTON'S SHOPPING CENTER.

**White Aprons**

"Pretty" and "Dainty" are the words that come naturally to mind when viewing these attractive and useful articles. A special sale of manufacturer's samples is now on. The variety is great, the prices low.

- At 19c==** Of Sheer Lawn, Satin striped border, embroidery and lace trimmed, plain hemmed, extra large and other fancy effects. Value 25c to 35c.
- At 33c==** Of Fine Lawn, with deep hem and row of insertion, in various styles. Value 45 cents.
- At 45c==** Of Sheer Lawn, deep hem, pointed bib front, straps over shoulder, plain and finished with embroidery, short and long fancy aprons. Value 60 cents to 75 cents.
- At 75c==** Very Fine Maid's Aprons, deep hem, with rows of insertion and straps over shoulders, embroidery trimmed. Over 200 styles of fine short and long aprons in many designs of lace and embroidery work. Value one dollar.
- At \$1.00==** Over a hundred styles made from the finest lawn and trimmed in an exquisite manner with beautiful embroideries.
- At \$1.25==** Fine Novelty Aprons, in short and long styles. Elaborately trimmed.
- At \$1.50==** About twenty styles of the most exquisite effects in fine Embroidered Aprons we have ever seen.

**SALE NOW ON.**

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- At 33c==** Of Fine Lawn, with deep hem and row of insertion, in various styles. Value 45 cents.
- At 45c==** Of Sheer Lawn, deep hem, pointed bib front, straps over shoulder, plain and finished with embroidery, short and long fancy aprons. Value 60 cents to 75 cents.
- At 75c==** Very Fine Maid's Aprons, deep hem, with rows of insertion and straps over shoulders, embroidery trimmed. Over 200 styles of fine short and long aprons in many designs of lace and embroidery work. Value one dollar.
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BABY CARRIAGES AND CHAIRS

**PIMPLES PREVENTED BY CUTICURA SOAP.**

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Bad Stomach—"Headaches and tired feeling, bad condition of stomach, caused me to take Hood's Sarsaparilla. It stopped all faint troubles." Charles Bower, Glens Falls, N. Y.



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Coal of the best quality for domestic use and of all sizes, including Buckwheat and Birdseye, delivered in any part of the city, at the lowest price.

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