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DISPATCHER OF A MODERN RAILROAD

ONE OF THE MOST IMPORTANT MEN IN THE SERVICE.

He Has Charge of the Movement of All Trains—Manner in Which His Work is Done—System on Which Trains Are Moved Over the Roads. Rights That Certain Trains Have. All Other Trains Must Give Way to That Carrying Passengers.

Railroad traffic is now at its fullness, and should a railroad train become delayed the complaints of the respective passengers are loud and unending. They are apt to forget with what remarkable regularity trains are kept on time and take notice only of their present detention. For the movement of trains three things are essential. In the order of their importance these are: the dispatchers, the trainmen and the conductors. If but one train were run on the railroad at a time the two latter mentioned might be dispensed with.

But moving a hundred trains daily in opposite directions is entirely another proposition. The chief dispatcher has charge of a single track every day in the year, with each train arriving and departing on time from each of the stations on the line requires care and brainwork. It must be understood that the hour of arrival and departure of each train has been announced for weeks before hand. Even with the aid of time cards and dispatchers the unerring regularity of railroad trains become a subject of interest. The punctuality of trains has become a matter of concern to the general public and any delay or detention is apt to excite wonder and comment.

Railroads for the convenience and economy of management are separated into divisions varying in length from 50 to 200 miles. Where the topography of the line will admit, railroad men prefer a division of about 120 miles long. Each division is in charge of a superintendent who directs through his subordinates the movements of all trains on his division. Next in rank in the train service is the chief dispatcher, who is assisted by three dispatchers who work the "tricks" of eight hours each. The latter are men who look after the details connected with the movement of the trains.

GOVERNED BY TIME CARD.

All regular trains are governed by the time card, as long as they are on schedule time. If regular trains were always on time, if no extras or specials were run, the necessity for dispatchers would not exist. The rights of each train are explicitly defined by the code of rules which is issued with each change of schedule, and minute directions are given for procedure in every emergency. It is possible to delay a train when a train is delayed, or loses its rights the service of the dispatcher is required to get it over the road. The various associations of railroad officials have adopted a standard code for the movement of trains. This code, with slight variations, is used on all the prominent lines in the United States.

The time card is made out for every division under directions of each division superintendent, subject to the approval of the general superintendent, superintendent of transportation and general manager. Schedules have permanent rules that seldom change. Certain passenger trains run on the same schedule for years and are run regardless of the business offered by other trains. The amount and source of business that will result from additional trains are carefully considered when making a schedule. This applies more closely to the freight traffic of a road than to the passenger business. New time cards are issued from time to time as the freight traffic increases or diminishes, with a view to the celerity and economy of its movement.

Trains not having right of track must keep out of the way of those going in opposite directions. Trains having the right of road on a single track must wait at a meeting point five minutes after their departing time for trains of the same class going in the opposite direction. They must

then proceed slowly, keep five minutes behind their time until the opposing train is met. The five minutes delay time must not be used by the opposing trains.

HAVE RIGHT OF WAY.

Passenger trains have absolute right of way over freight trains and are not required to wait five minutes for them at meeting points. Freight trains are required to keep entirely out of the way of passenger trains at all times. The five minutes are allowed for possible variation of watches and must never be used by trains interested. Minutes are of the greatest importance in the movements of trains, and every man connected with the train service is required to carry a watch that is up to a certain standard. It must be adjusted to heat and cold and protected from magnetic and electric influences. These watches are examined every three months and a certificate of their time keeping qualities given by the watchmaker making the examinations. The correct time is wired over the road every day at noon. Telegraph operators are required to see that their office clocks are exact and conductors and engineers must compare time with the standard clock and with each other frequently.

Freight trains are required to be on side tracks at meeting and passing points five minutes before passenger trains or freight trains having the right of way are due. "Special" or work trains are not allowed under any circumstances. A freight, special or work train, when passed by a passenger train in the same direction, must wait five minutes after the train has left before proceeding on its way. Trains are not allowed under any circumstances to use the five minutes at meeting points. When freight is heavy and there are more loaded cars to go on the one train than one engine can haul, two or three trains, as the cars on hand may require, are made up and sent out one after the other. The first train is known as the "first section of No. 17" or whatever the number may be, and carries two red flags by day and two red flags by night, one on each side of the headlight to notify opposing trains that another train is coming behind. The section following carries like signals. Each section has all the rights of the scheduled number train but no more.

TEN MINUTES APART.

Sections must keep ten minutes apart except at meeting points where they may close up to avoid delays. A freight train is never run as a section of passenger train.

At both ends of a division and at certain intermediate points are kept train registers. In this register conductors must write, before leaving the station, the day of the month, exact time of arrival and departure, number of train, number of engine, exact number of loaded and empty cars, and his own and his engineer's name, and what signals, if any, he is carrying. On every road at almost all seasons, work-trains are busy hauling ballast, ties, or engaged in some manner in improving the roadbed. These trains are given working orders between the hours of 6 a. m. and 7 p. m., provided they keep out of the way of all trains. They must keep a flagman out 16 telegraph points in either direction, to warn special trains.

All trains are notified by the dispatcher where to look out for work trains. In case of accident the conductor must send a flagman back and ahead if necessary, with three torpedoes, one flag by day and a red light by night. The flag must be less than a half mile from the rear of the delayed train, and the flagman must go back until he reaches a point where his signals can be seen at least a quarter of a mile by the engine-man of the approaching train. The flagman attaches two of the torpedoes to the rail on the engineer's side, about one hundred feet apart. He remains near until the expected train arrives, or until he is recalled by four long blasts of the whistle of the engine of his own train. In the latter case he fixes the third torpedo on the rail, about two hundred feet nearer his train and hurries back. Engineers on striking a torpedo must stop immediately. If they strike the third one they must proceed with their train under full control. An observation of the location of the torpedoes will not always relieve the trainman from responsibility or blame. In case of accident a trainman must use good judgment and extra precautions to those laid down in the train rules, if necessary.

Broad managers say that if the rules were carefully observed in all cases accidents would be a rarity.

PITSTON NEWS

Such a Disgraceful Scene as Occurred Sunday at Fort Blanchard Will Not Be Repeated—Bad Condition of Main Street—Duryea in Bad Shape to Fight a Fire—Work on the New Railroad Bridge.

Word was received from Wilkes-Barre yesterday from the sheriff's office that the disgraceful proceedings of Sunday on the base ball grounds at Fort Blanchard will not be repeated. Between three and four thousand people were present at Sunday's game between the Pittston Reds and the Sullivan's of Wilkes-Barre, and in the seventh inning one of the Reds team named Connors got into an altercation with Empire Hogan and turned the contest into a free for all fight.

Several officers and constables were present but did nothing towards arresting those who were responsible.

DURYEA IN A BAD WAY.

The residents of Duryea are now left with less protection from fire, owing to the fire company, those refusing to pay water rent for the fire hydrants above Stephenson street. The company claims that they have been paying \$140 a year to the water company, while the property holders have not donated half that amount.

They have become tired of giving their services for nothing and becoming responsible to the water company for the rent of the fire hydrants.

Insurance companies dislike to take risks in that place.

THE NEW BRIDGE.

A large force of men from the Phoenix Iron company, who have the contract for the construction of the new bridge crossing the Susquehanna, on the Bloomsburg division of the Delaware, Lackawanna and Western railroad are busily engaged erecting the false construction preparatory to the erection of the new bridge.

Car loads of iron trusses and other portions which will comprise the several spans, are arriving daily and that quiet locality is now a bustling and busy place, and will be until the completion of the structure.

NUMBER OF DEATHS.

There has been an alarming number of deaths in this city since Sunday, as the following will show: Mary, aged ten months, daughter of Thomas Flanagan, of Centre street, from congestion of the brain; Thomas, aged two months, son of Robert Brodie, of Butler street, bronchitis; Catherine, aged three months, daughter of Robert Smallcomb, of the West Side, funeral today; Gertrude, daughter of James Mulligan, of Cork Lane, aged one year and nine months, funeral yesterday; an infant daughter of Daniel Davis, of Washington terrace, funeral today.

CONDITION OF MAIN STREET.

Main street, from the foot of Parsonage street to the Lehigh Valley crossing, is in a deplorable condition. This portion of the avenue is paved with cobble stones, and when the snow was laid this winter pavement was replaced in a loose condition. The traffic over them has displaced the stones, and the result is the wreck of many vehicles.

It is now some months since appraisers placed a value on the old pottery opposite the Ravine, which was to be pulled down and thus give an opportunity to straighten Main street at this point, but the council in considering street matters have overlooked this important matter. The condition of this particular block is certainly a disgrace to the city.

LIVE NEWS NOTES.

Nearly all the mines of the Pennsylvania Coal company were idle yesterday, owing to a scarcity of cars caused by the wreck on the Erie near Lackawanna.

The next quarterly convention of the C. T. A. W. will be held in Port Griffith, in Pittston township.

Colonel Sam L'equart has been promoted to the throttle of one of the immense "pushers" that haul heavy freight trains over the cut-off on the Valley road.

The Henry Gratian society will meet this evening to complete arrangements for their excursion, which occurs on the 21st of this month.

The Spring Brook water company is laying a larger Main from Thomas street to Oregon heights to improve the supply in that district.

Henry Curley, the late treasurer of Marcy township, has filed an appeal from the auditor's report surcharging him with \$37.84.

Henry Kurchell and mother had a narrow escape yesterday by the shafts of the carriage breaking while on the Pittston boulevard.

Prof. Harris, one of the best vocalists in the valley, has received a flattering offer from New York, but he too much of a home body to forsake the old stamping of the platitudes of the metropolis.

The Avoca Electric Light company has closed a contract with the Pennsylvania Coal company to illuminate breakers Nos. 9 and 10 and also the Barnum breaker. The wires will be run into the main gangways of the mines, engine houses and barns.

E. C. Simpson, who rented a hotel from Mrs. Gilroy in Duryea, a few nights ago moved out, leaving a portion of his effects behind and on Sunday night some one broke into the premises and removed what liquors were in the cellar.

On Aug. 4 the children from New York, who have been kindly cared for by many families here, will be returned to their homes and the following day Rev. Fletcher and the committee will return with another lot for their places.

The funeral of the youngest child of Robert Brodie, of Butler street, occurred yesterday afternoon and interment was made in the Pittston cemetery.

PERSONAL JOTTINGS.

Eddie Bechtold and John Gillespie have taken their departure for Atlantic City for their summer vacation.

Katie Timlin, Nellie Flynn, Emma Kennedy, Mrs. Mills and Miss Leonard, of Scranton, and the Misses Margaret Evans and Alice Patten, of Olyphant, were among the many visitors who spent Sunday with friends in this city. A son was born to Mr. and Mrs. G. W. Strong on Sunday morning. Harry Coward's health is improving at Carlsbad, Germany, where he went several weeks ago.

Good for Itching Backs



MOTHERS! Mothers! a hot bath with CURCUBA SOAP, when followed by a single application of CURCUBA Ointment, the great skin cure and purifier of emollients, will afford the most grateful and comforting relief in the severest forms of itching, burning, and scaly skin and scalp humors, rashes, and irritations, and point to a speedy, permanent, and economical cure when all other remedies and even the best physicians fail.

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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 always kept uniform and at the very highest notch of excellence. You can use it for any kind of baking with perfect assurance, and your work will be pleased with the result. Try it next time. Your grocer sells it. "We only wholesale it."

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"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.

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Blood

If the blood in sufficient quantity leaves the body because of a wound or hemorrhage of the lungs the result is death. Life depends on the blood because the blood carries to all parts of the body the nutritive elements necessary to sustain it. What if these nutritive elements are absent?

What if they are supplanted by poisonous, effete matter and disease germs?

The first result is disease—partial death. The final result is the same as from loss of blood.

All disease is traceable to impurity or weakness of the blood and that is the reason the "Golden Medical Discovery" cures so many different diseases—it purifies the blood.

"Blood" makes it rich, red and healthy—gives it with nutriment for the starving nerves and tissues.

Consumption is properly a disease of the blood—so is scrofula. In several months the patient still continues in a very racked condition. There seems to be no such thing as catching up with the demand, and so long as that continues prices must necessarily be firm. Arguments and theories that prices are too high, and that the demand cannot continue on such a large scale, amount to nothing, as there are no more signs of a change today than there has been for months past. Stocks get smaller, deliveries are harder to get than ever, prices are higher than ever, so what use is there in trying to talk so the market down?

Personalists are beginning to hedge a little by saying, "It may continue this year, but next year—look out." That is not unreasonable, and the trade is looking out, but so far there is nothing to show that the feeling is not in present conditions. Buying for delivery during 1900 has become quite confident during the past few days, and a considerable amount of business has been closed at full prices, and more would be closed if sellers were willing to take it. It is possible that the feeling may be too sanguine, but the demand is so immense; not only here, but the world over, and stocks are so run down that it will take a long time before normal conditions are reached.

It would probably be a mistake to calculate on materially higher prices, but, on the other hand, there is still less reason to talk of a decline. At present everything points the other way, and until there is some basis for a change of tone, reports of the market cannot be other than optimistic.

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