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LIVE NEWS OF THE INDUSTRIAL WORLD

HANDSOME CAFE CAR BUILT IN D. L. & W. SHOPS.

Three Other Cars Are to Be Sent to the Shop to Be Remodeled—Falling off of Exports of Iron and Steel from June Forms a Remarkable Chapter in Our Commercial History—Another Western Man for the Lackawanna Road—General News Notes.

Master Car Builder Canfield, of the Lackawanna car shops, will turn out today the handsomest cafe car ever built or remodeled by his company. Several months ago this car, No. 582, was sent into the shops to be remodeled, but in fact it has been rebuilt from "top to bottom." Its completion marks a decided change in the policy of the car building department of the company regarding the comfort and magnificence of its dining cars.

The officials admit the fact that their cars of this order have never been in keeping with the other large roads. They have decided that hereafter theirs will be second to none in the country and that travelers when discussing railroad affairs will point with no little pride to the dining cars of the Lackawanna road. The exterior of car No. 582 is particularly handsome. The body of the car has been painted the standard color of the company, olive green. Along the panel on either side is the inscription in Roman letters of gold "Lackawanna." Below is "safe fact" and "in gold." The decorative work is also in gold. The interior is strikingly beautiful. The carpets, draperies and lambrequins are of a goblin blue. The ceiling and frieze are of a lighter shade of blue, with gold ornamentations, which make a contrast that unquestionably could not be improved upon. The paintings and decorations are the original design of Master Car Painter Miller. The wood work is of a rich mahogany. The lamps, trimmings and hat racks are all silver plated.

The car will contain eight tables and thirty-two leather upholstered chairs. An improvement of great advantage is the placing of frictionless steel bearings and improved French elliptic springs. These Mr. Canfield has been assured by the manufacturers will afford the greatest comfort to the patrons. They state that it matters not at what rate of speed the train is moving the car will not receive the slightest jar.

Williams & McAnulty, of this city, had the contract for the carpets and draperies, which were cut and made by their forces. Their work was completed yesterday by the local officials of the road who inspected the car. Hill & Connell furnished the tables and chairs for the car. Mr. Canfield, General Foreman Smith and Master Painter Miller are extremely pleased with the result of their efforts in turning out this car.

Caterer William Hanley, who has the contract with the Lackawanna company for their cafe cars, is highly delighted and proud of this car. It is expected that it will be put into service Monday. Three other cafe cars will be sent to the shops shortly to be remodeled in accordance with the new plans of Mr. Canfield.

Exports Are Falling Off.

The falling off of exports of iron and steel for June, 1899, forms a remarkable chapter in our commercial history says the American Manufacturer and Iron World. The sole reason assigned is that the domestic demand was too great and material could not be spared for foreign shipment. Many good orders have been turned down by manufacturers for export, but a large percentage of orders for future delivery will be taken care of.

The export of steel fell off from 42,161 tons at a value of \$72,664 in June, 1898, to 19,506 tons, value \$40,404, in June, 1899. Billets, ingots and blooms fell off from 4,119 tons, value \$78,560, to 1,736 tons, value \$44,826, for the same period. There were some increases in exports, however, notably steel sheets, which increased from 3,945,671 pounds, value \$50,312, to 7,841,222 pounds, value \$123,048. Tin and terns plates and taggers tin also showed an increase, ranging from 2,270 pounds, value \$129, to 9,463, value \$519. The infant tin plate industry will be pushed with great vigor when the home demand diminishes and it will not be surprising if it will eventually lead many of the industries in exporting material. There was a notable increase in the export of wire rods from 2,572,670 pounds, value \$36,160, to 3,372,539 pounds, value \$47,825.

The imports of iron ore for June, 1898, is compared with the same month this year, show an increase from 330 tons at \$4,762 tons, and from \$1,065 to \$13,149 in value. Imports of bar iron increased from 4,187,566 pounds to 5,256,417 for the same period, at value of \$71,740 to \$114,069. In fact, many finished materials show an increase in imports, notably tin plate, from 32,354,564 pounds, value \$181,559 to 19,909,442 pounds, value \$296,948. Ingots and blooms, wire and wire rods and many other steel products show an increase in imports as evidence that the country is not producing all it can consume.

The Strike Factor.

A fact to be reckoned with in the current stock market is the widespread unrest of labor. One cannot tell from day to day where the inflation will next break out. Hearing on this subject, the following utterance of a well known Wall street man is worth quoting: "The recent strikes have not been successful, because the demands of labor have not been altogether legitimate and they have not had wise and able advocates. Capital has made concessions which it thought just, and, while its view of justice is not always the correct one, it is, as a rule, more nearly so than those of the demagogues under whose domination the more ignorant

and unskilled of the laboring classes are still enslaved. "These unsuccessful combats serve to weaken the power of the autocrat of the labor union, and in so much they are a benefit to labor, while the losses they entail and the unsettled conditions they beget render capital more conservative in the treatment of the employed and more conciliatory in the adjustment of their burdens, which have existed since the days of feudalism, but which have grown lighter as civilization has advanced."—Philadelphia Stockholder.

Another Western Man.

Robert Sprout, of Chicago, has been appointed by Superintendent J. M. Daly, of the transportation department of the Lackawanna road to the position of chief clerk of the tonnage department. Mr. Sprout held a similar position with the Illinois Central Railroad company which he resigned to come here. He is a young man, apparently 25 years of age, and considered by Mr. Daly an able fellow.

This and That.

Superintendent J. M. Daly, of the department of transportation, and H. R. Reigart, private secretary to Superintendent Russell, of the Lackawanna, went to New York city yesterday.

The meeting of the heads of the car shops of the Delaware, Lackawanna and Western Railroad company, called for today at Dover, N. J., has been postponed until Saturday next.

The new planer at the saw mill of the Lackawanna car shops in this city, of which mention was made in this column yesterday, made a record of planing as much timber in four hours as would take the old planer two days.

B. O'Keefe, of the Illinois Central Railroad company, has been appointed chief of the police department of the Delaware, Lackawanna and Western Railroad company. General Superintendent Russell, when asked yesterday if Mr. O'Keefe had accepted, stated he did not know, but presumed he had.

Peddlers, beggars, canvassers, book and insurance agents will hereafter steer clear of the Lackawanna car shops here. Mr. Canfield has had a sign in bold letters printed, and posted in a prominent position, notifying people whom it may concern to keep out of his office, and the shops.

Engine 888, the monster built in the Lackawanna shops here, as told in this column yesterday, will be fired today and given a trial about the yards. It will be put in service Monday. Today its engineer and fireman will be assigned. Either Ike Swallow or John Madigan will be chosen engineer. The Tribune man was informed yesterday by a knowing one.

Master Car Builder Canfield will leave today for Dayton, O., where he will inspect fifteen passenger coaches being built for the Lackawanna company by the Barney & Smith company. It is expected the coaches will be ready to leave the shops in a few days. Mr. Canfield will go to Chicago, then to Buffalo, reaching the city again Friday next.

Chief Clerk Lovther to Superintendent Fitzgibbon, of the motive power and machinery departments. Chief Clerk Lovther to Master Car Builder Canfield, and David Brown, master mechanic of the Delaware, Lackawanna and Western Railroad company, were at Kingston yesterday, checking up the material and supplies of the former locomotive shops there, which will be removed to the shops in this city.

Division Superintendent Salisbury, of the Lackawanna, posted two notices of interest to men under him. Hereafter engineers of the northern division of the road will take their supply of water at Clark's Summit, instead of La Plume. The other order instructed conductors of second class trains on the southern division to report all delays between Washington and Port Morris to the superintendent at Hoboken. East-bound conductors are also to comply with this order and report their delays that occur in the Washington yard to the same office.

THE MUFF IN HISTORY.

From the Cosmopolitan.

In many sixteenth century portraits one sees wound around the wrist of a noble dame a piece of rich, soft fur, which was used to cover the neck of the muffs. To this is often attached some little fantasy, an animal's head, a skull, perhaps, cleverly wrought and adorned with precious stones.

Like many another article of dress, the muffs was at first the exclusive property of the nobility, but when it appeared in Venice it was carried by courtisans as well as by women of the highest rank. The first Venetian muffs were very small, made of a single piece of velvet, brocade or silk, lined with fur, the openings fastening with exquisite buttons of gold and silver enriched with precious stones.

By 1662 the muff seems to have been recognized as a necessary adjunct of the wardrobe of a lady of fashion. In Evelyn's "Mundus Muliebris," written at this time, numbers of gowns, "hoods," shoe buckles, of perfumed gloves, "jonquil, tube rose, frangipan, orange, violet, narcissus, jessamine, am-brett, and some of chicken skin for night to keep her hands plump, soft and white," are enumerated, and also "three muffs of ermine, sable, ray." It will be noticed that any lady has no black muffs. Many years before Charles IX, "Fidgoly Kilpoy" as he was called, regulated the costumes of the classes—the bourgeoisie to use black muffs, and only the woman of rank to carry those of various colors.

At the time of the national convention in Paris the muffs were large and flat, fantastic as were all the fashions of that time. In colonial days in America they were also very large, but round.

About 1825 the muffs were principally of chinchilla, of moderate size, and were often used with what would seem to us an incongruous combination of straw bonnets and thin slippers.

In an old "Dictionnaire Amoureux" the muff is defined as "a letter box lined with white satin."

PITSTON NEWS.

Several residents of Broad street, including Messrs. Schlosser, Markus and Kelley, and representing the property owners on that avenue, have retained McLean, Gibbons & McLean, of Wilkes-Barre, as their attorneys and papers are being prepared with a view to asking the court for an injunction to prevent the carrying out of the contract made by the city councils with the Lynott Brothers for the paving of that street. The petitioners will allege that the contract is illegal because the paving petition presented to the councils by the property holders was not complied with in respect to the quality of the brick to be used. County Commissioner Jones and Recorder Holcomb, both of this city, are fifty miles north on the Susquehanna on a fishing trip.

PERSONAL AND LOCAL.

Mrs. D. C. Snyder and sister-in-law, Mrs. Emma Snyder, are down by the sea waves of Atlantic City.

Evans Griffiths has gone down to Bloomsbury, where he has accepted a position with Girard Snyder at the Exchange hotel; while Joseph Burke will become the manager of "The Study," for so many years conducted by the late George Smith. The latter will be opened on Monday morning.

Ex-Congressman G. W. Hadden has gone to his old home in Owego and will attempt to recuperate his failing health.

William Drury has been chosen a director of the Pittston Cemetery association to succeed the late Mayor Harding.

The funeral of the late William Mitchell occurred yesterday afternoon, and was largely attended. The attending services were conducted at the Presbyterian chapel at Inkerman, by the Rev. N. G. Parks, who came from Glen Summit for that purpose, the deceased having been for many years a member of his congregation. The interment was in the Pittston cemetery.

The Odd Fellows of Wyoming had their annual outing to Harvey's lake yesterday and members of the craft from here joined them in the successful event.

James Coreoran and Edward Schuler went up to Lake Carey yesterday, and successfully met many of the crack shots from several counties in a clay pigeon match.

Mr. and Mrs. J. A. McDougall are down at Arbury Park; Miss May Strong has gone to Northfield, Mass., while Mrs. Florence Towner and daughter, of Kansas City, also Mrs. Levi Towner, of St. Louis, are visitors at the home of L. Towner, on the West Side, and Rev. Patrick J. Kane and family are the guests of W. G. Thomas at Harvey's Lake.

Homer Shoff, an employe on the new bridge, was injured yesterday by a portion of the structure falling upon him. He was conveyed to his home on Fremont street.

Professor Gentry's pony and canine show has billed the city for the 12th, inst.

Last evening a butcher's team owned by one Davis, dashed up Main street and turned into Water street, but was grabbed and stopped by Chief Loftus, but not before he had been dragged down to the United States express office and collided with a wagon. Both vehicles were badly damaged, but the chief escaped with several bruises and a torn uniform.

The situation at the Exeter on the West Side, and the Babylon in Durysa, is unchanged. Nothing has been done by the men at an effort to adjust their grievances, and the officials having nothing to adjust are quietly waiting to see what the men intend to do. About the mines everything is extremely quiet, and there is nothing being done that would suggest any disturbances ahead.

A severe thunder storm visited this city last night at 7 o'clock, the rain coming down in torrents. During the storm the water came down Butler street overflowing the sewers and inundating the street. The basement of the Valley house on Water street was flooded owing to the sewer not being able to carry the water off.

"Do Not Grasp at the Shadow and Lose the Substance."

Many people are but shadows of their former selves; due to neglect of health. Look out for the blood, the fountain of life, the actual substance; keep that pure by regular use of Hood's Sarsaparilla and robust health will be the result. Dyspepsia, weakness, and other troubles will be things of the past and life will be worth living.

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The chief smiled. "Yes," he said to the new missionary; "I'm going to do you a big favor. A few of us have organized a little company to handle a sure thing, and I'm going to let you in on the inside, you know." The missionary smiled. "Two hours later he was inside all right."—Cleveland Plain-Dealer.

fatigue.
"How is your husband?" asked one of two women who had met at the bargain counter. "No, he doesn't. But he loses sleep and wrecks his constitution trying to figure out some way to live without working at all."—Washington Star.

He Must Have Been Inspired.

She—There is a doctor in Berlin, who, after a great deal of study, has found that married men live longer than bachelors.
He—Save my life.
She—Oh, Clarence, how did you guess that I loved you?—Chicago News.



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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.
- At \$1.00==Over a hundred styles made from the finest lawn and trimmed in an exquisite manner with beautiful embroideries.
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