

On the Breakfast Table



In coffee, tea, chocolate and in many delicious beverages, richness is added by the use of Gail Borden Eagle Brand CONDENSED MILK.

LIVE NEWS OF THE INDUSTRIAL WORLD

OUTLOOK LOCALLY JUST NOW IS VERY BRIGHT.

All the Mills and Manufacturing Establishments of all Kinds Are Working Steadily—Miners Are Making Fairly Good Time—Vanderbilts Have Not Relinquished Their Hopes of a Trans-Continental Line—Fire in the Dodson Not Extinguished—Trouble at the Pettobone Mine Promptly Settled.

Not in years has the industrial outlook in this city been as satisfactory as it is today. The steel mills and blast furnaces are in full operation and the shops and manufacturing concerns of all kinds are working full time.

The blast furnace of the Lackawanna Iron and Steel company has every man at work it is possible to find for and the South mill of that company has a day and night force turning out the largest tonnage of rails in the history of the mill.

The only dark hints on this bright industrial picture are the strike of the miners in the building trades and the talk of strike among the Lackawanna company's miners.

If the miners' strike is not a reality, that of the members of the building trades is, and while the strike is not doing the injury to business that it did in July, it is felt and is having a bad effect upon the business of the city generally.

Engine 888 a Success. The new Engine 888, the mammoth pusher built in the local shops of the Lackawanna company, was given its trial trip Saturday, as stated in the Tribune. It was fired at 9 o'clock and two hours later Superintendent of Motive Power Fitzgibbon signalled the crew to proceed to Lehigh Summit.

Engineer Ike Swallow, who has been selected to run the engine; Fireman Matt Brennan, David Brown, master mechanic, and Thomas Jordan, a machinist, made up the party of the trip. The engine made excellent speed to Moscow, where it was run into a switch to allow an eastbound train to pass. While waiting, one of the hand-holds plucked out. When replaced, the trip to Lehigh was abandoned, and the party returned to the city.

The new engine is in every detail a complete success. Superintendent Fitzgibbon and Master Mechanic Brown are highly pleased with the results of their efforts in turning out 888 in such faultless style.

Coal Pockets at Archbald. Work on the coal pockets and the

Advertisement for 'Don't Blame the Chimney' and 'Headlight Water White Oil' by Atlantic Refining Co.

new building on the site of the burned White Oak breaker is going on at great speed, and the Delaware and Hudson company seems determined to have the work done as quickly as possible. More than fifty men are engaged clearing away debris and hastening the erection of the framework, and it is evident that pockets will easily be finished before the first of September.

On the building in which the small sizes of coal will be prepared work is also being hurried forward. New machinery to be used in the building is arriving daily and it is being put in condition for service. A hoisting engine will be used to lift the coal from the slope to the top of the breaker. This has already arrived and will soon be placed in position.

The officials are so engrossed in the work now on hand that they have had little time to prepare for the erection of the new breaker. That it will be built no one doubts. It is not probable, however, that work on it will be started before next spring.—Archbald Citizen.

The Vanderbilt Deal. The mooted project for the extension of the New York Central system to the shores of the Pacific, to be effected by the absorption of the Chicago and Northwestern and the Union Pacific, is getting less mention in print lately, but it is understood to be steadily progressing toward a consummation. Outcroppings of the scheme are being watched with a good deal of interest in Wall street.

There is said to be quite conclusive evidence that Vanderbilt interests have been persistent and extensive purchasers of the Union Pacific stocks for some time past, and it is asserted that there is no longer any doubt that these interests and those affiliated with them have acquired ownership in the property to a sufficient extent to enable them to shape the future destinies of the system. In well-informed quarters it is intimated that as soon as all difficulties in connection with the Boston and Albany deal have been disposed of, something definite bearing on the trans-Continental consolidation may be expected to develop.—Philadelphia Stockholder.

That Other Coal Road. The route of the proposed coal road, recently talked about in the newspapers, is said to be from Tomhicken, this state, to Port Jervis, N. Y., to Newburg, N. Y., to Holyoke, Mass., a distance of 254 miles. It will pass through Carbon, Monroe and Pike counties. A part of the distance between Holyoke and Newburg would be covered by the Newburg, Duchess and Connecticut railroad, and by the proposed route it is possible to save something like 150 miles.

It is said that about 150 collieries would be touched by the main line and a few short branches. New England consumes about 12,000,000 tons of coal annually. The proposition to construct the road in Pennsylvania and as far as Newburg has been made by the People's Anthracite Railroad company, if New England capitalists will construct the line from Holyoke to Newburg. It is said that ex-Burgess Charles E. Webster, of South Bethlehem, who until recently was chief engineer of the Lehigh Valley railroad, will fill the same position on the new road.

Silver in Berks County. The silver mine discovery on the Charles Eagleman farm near Birdsboro, Berks county, seems to have received itself into a tangible fact. The company, which has leased the tract, received a cargo of machinery and it is being put into position as fast as possible. The working force has been increased, tool dressing is being done and the premises put in shape to enable the work of shaft-sinking and rock-drilling to proceed without interruption.

Thomas Livingood, superintendent, has great faith in the surety of a paying deposit of rock and has been given all the liberty he wants by the company to proceed according to his judgment and develop his ideas. There have been three more analyses made within the past month, the results of which have greatly strengthened the hope of the investors in the enterprise. One of the tests indicated a yield of 84 per cent, another 83 and the third, which was made by a Washington chemist, 85. The Eagleman family, who always had faith in the idea that the land was rich in mineral wealth, are highly pleased.

This and That. The South Harrisburg Chain works started with two successive fires last week after a shut-down of some time for repairs. Work for the southwest is being turned out.

The Central Iron and Steel company is building a steel addition to the big universal mill at South Harrisburg. The addition will be used for the storage of stock.

Joseph Ellenwood, chief car inspector of the local yards of the Lackawanna company, has resigned his position. John Dyer, of South Bend, Indiana, will succeed him and assume his position today.

The Pennsylvania Steel company, of Steelton, has been awarded the contract by the city of Chicago for one of the largest rolling lift bridges in the world. It will be built for the immense drainage canal and will require about 2,500 tons of steel. The bridge will be 350 feet in length over all, the opening portion being 275 feet. The contract will be washed.

Several changes have taken place among Lehigh and Wilkes-Barre Coal company officials. Richard Lloyd, mine foreman at Wanamie, has been transferred to the Empire shaft at Wilkes-Barre, where he will fill a similar position and Henry Martin, inside foreman at the South Wilkes-Barre shaft, will succeed Mr. Lloyd at Wanamie, and W. T. Evans, assistant mine foreman at South Wilkes-Barre, has been advanced to succeed Mr. Martin as mine foreman at the other place. Martin Brennan has been made fire-boss at the South Wilkes-Barre mine.

A strike at the Pettobone shaft of the

Delaware, Lackawanna and Western company, at Dorranceton, was averted Friday by the company officials promptly adjusting the grievances of the men. It appears that the company have been building new mine cars and some of these were sent to the Pettobone, where the miners' organization sized them up and found that the cars would contain many cubic feet over those now in use. D. J. Davis was appointed to call upon the mine officials and lay the matter before them. The officials telephoned the facts to the headquarters of the mine department in this city and after a short time orders were received to remove the cars.

An exploring party entered the Dodson mine at Plymouth, Friday. They got to the foot of No. 1 plane and that was as good as to get to the foot of the shaft, for there they found what they had hoped not to find: That the shaft is burning. No. 12 mine is on fire and in bad shape. The fan has again been stopped and water will again have to be pumped into the mine. The Pennsylvania Steel company last week completed the shipment of 200 tons of splice plates, turned out at Steelton, on a contract awarded by the Victorian railway, of Australia. The material was shipped to Sparrow's Point and will be loaded at that port on a steamer which will carry a large cargo of rails to Australia. The rails were turned out at the Maryland Steel company's works at Sparrow Point.

Reduced Rates via Pennsylvania Railroad for Mount Gretna Farmers' Exposition. On account of the Farmers' Exposition, to be held at Mt. Gretna, Pa., August 14 to 19, the Pennsylvania Railroad company will sell round-trip tickets to Mount Gretna and return, at rate of one fare for the round trip, from principal stations between East Liberty and Bryn Mawr, on the Northern Central Railway north of and including Lutherville, and on the Philadelphia and Erie railroad division east of and including Waterford. Tickets will be sold August 12 to 19, good to return until August 21, inclusive.

For information in regard to train service and specific rates application should be made to ticket agents.



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It has been said that "the way to a man's heart is through his stomach" and it is a fact that bread made of

"Snow White" Flour. It is so wholesome and sweet-tasting that many a man's heart is so warmed after eating it that he promises his wife's cooking all the rest of the day.

THE WESTON MILL CO. Scranton, Carbondale, Olyphant.

"TAKE TIME BY THE FORELOCK." BABY CARRIAGES AND GO-CARTS. Car load just arrived. All styles, and prices the lowest. Workmanship guaranteed every one.



Thos. Kelly's Stores, 131 and 133 Franklin Avenue.

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SCRANTON'S SHOPPING CENTER. Come with Confidence

When we invite you to this store, it is not with any thought of an opportunity to divest you of your dollars. We admit we want to sell you goods, but we do not force you into buying anything and what you buy of your own free will is invariably worth all that you pay for it.

Plums Ready for the Picking. August brings a bountiful harvest. The summer season has been a wonderfully good one with us, and as a natural result of the big selling many small lots of really good things remain to be sold.

They Shall Go at Once. At the Littlest Prices We Know How to Make.

You Are Invited to the Harvest. You know what our stocks are. You know how very moderate our regular prices are. Now imagine these goods on sale at just about half their regular selling price.

CONNOLLY & WALLACE, 127 and 129 WASHINGTON AVENUE.

Your Furniture is bright, your pictures and bric-a-brac are beautiful in themselves, but what's the matter with your room?

Your Carpet is like the setting of a jewel. Every piece of furniture you put against it suffers by comparison unless it is in perfect harmony with your furnishings.

All our CARPETS and DRAPERIES are selected with the greatest care, quality, durability, beauty of design and harmony of color are all considered in the selection of our stock and our twenty years' experience is at your service.

WILLIAMS & M'ANULTY, 129 Wyoming Avenue.

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The Newark Shoe Store

For August, Our Sixth Semi-Annual Sale.

It is a well-known fact that our sales are genuine. We do not buy goods for these sales, but offer our Entire Stock at Greatly Reduced Prices, and anyone buying shoes of us this month is sure to save some money.

We start this sale with a large assortment of goods. The early buyers will find the best selections. The success of our previous sales and regular trade leads us to believe that the people of Scranton appreciate good value.

Our endeavor is to give the people the best goods for the money they wish to pay. Our terms during the sale are cash. Goods bought during this sale will not be exchanged after September 1st, 1899.

Table with columns: ALL OUR, \$6.00 Shoes, 5.00 Shoes, 4.00 Shoes, 3.50 Shoes, 3.00 Shoes, 2.50 Shoes, \$4.95, 3.95, 2.95, 2.75, 2.45, 1.95, \$2.00 Shoes, 1.50 Shoes, 1.25 Shoes, 1.00 Shoes, 75c Shoes, 50c Shoes, \$1.65, 1.35, 1.10, 90c, 60c, 40c.

The above are all regular goods. We have besides broken lots placed on tables at prices that are sure to sell them.

The Newark Shoe Store

Cor. Lacka. and Wyoming Avenues, Scranton Pa.