

ROYAL BAKING POWDER
ABSOLUTELY PURE
 Makes the food more delicious and wholesome
 ROYAL BAKING POWDER CO., NEW YORK.

LIVE NEWS OF THE INDUSTRIAL WORLD
IMPROVEMENTS THAT ARE BEING MADE AT HONESDALE.

Steps Taken by the Lehigh Valley to Prevent Wrecks on the Mountain Above Wilkes-Barre—Superintendent Russell Returns His Thanks to the Employees of the Lackawanna Road—Air Shaft at the Exeter Colliery Has Been Completed. William Nelson Promoted.

"On Monday morning ninety-eight men, under Thomas L. Carter, of Saratoga, began filling and grading the canal basin for the New Delaware and Hudson locomotive railroad." "One gang of men was employed on the dump at the first lock cutting through the pile of dirt taken from the basin bottom in years gone by and wheeling it back in. Another gang began putting in a sluice of iron pipes and filling in between the end of the old canal repair dock and the bank opposite the Erie docks. Still another gang was employed at the rear of Caulfield's marble yard and Fowler's mill. "Caulfield Brothers and their men were busy all day removing marble and granite blocks from the rear of their yard so that the railroad men can continue their work there. The company takes about twenty feet of their land. The Beers' building has been razed, the railroad line passing right over the foundation of it. The new bed will be fourteen feet lower than the present one at the rear of the marble yard. By the time this reaches our hands the shutes from where coal has been taken to supply the Honesdale market, and the country around for the past forty-three years will have been torn down. "The Beers building was erected by David Beers about fifty years ago and was formerly used as a shop. For a number of years past the basement has been utilized by E. T. Beers & Son for storage and the second and third floors as tenements. "The company has offered Mr. Carlin a lot on the Gravity Heights side of the railroad on which he intends to erect a shop. His blacksmith shop has been torn down. "The frame storage building belonging to the Du-Land-Thompson Shoe company at rear of their factory and built on the railroad company's land has been taken down. The tracks run up close to the shoe company's line. "In the early days of Honesdale the few people who used coal were compelled to get it in various ways. John Krantz was a cartman in those days and he says that the shutes were built in 1855 or '56 and were six in number, one for each kind of coal. In time more were added and a roof put over them, so that there were three each for pea and chestnut, one each for stove, egg, grate and buckwheat and two for furnace coal. "A locomotive was used to tear down the Beers' building. Ropes were attached to timbers that had been run through the windows and from there connected with the powerful machine. Quick work was made with the derrick. The debris was given away and there was soon a man for pretty nearly every piece of old timber. M. Sutton says that at one time an apparatus for unloading boats was located just below the city hall. "The best of the timbers of the treating and shutes will be taken to Waymart and used temporarily in the construction of the new road. J. H. Page, of Alford, Susquehanna county, has charge of the removal of the lumber. Mr. Page is the only survivor or four brothers who came from Boston in 1831 as contractors on the Delaware, Lackawanna and Western and they have done their share in the construction of all railroads in this section since that time. Mr. Page is the contractor who built the Shepard's 'cook' and he also worked for the Erie at Lackawanna at one time, and on the Ontario and Western in Preston. He is the father of Station Agent Page at Poyntelle. "William McKenna, of this place, is time keeper for Mr. Lavelle. Nearly all the men employed on Monday are residents of this vicinity. Nearly one hundred feet of new track have been laid from the treating over the river to Fowler Brothers' mill. "The matter of damages to owners of property over which the new road bed at this place is to be built, namely, E. T. Beers & Son, Caulfield Brothers and others has not been settled and the probability is that viewers will be appointed by the court to fix the values. The agents of the company offered Messrs. Beers \$1.50 for their house and lot, but that sum was refused. The owners asked \$2,000 and no settlement was reached. "A track is being laid from the end of the bridge at Fowler's mill on which the construction train will carry material to fill the basin. Captain Baker has charge of putting in this track."

Will Prevent Wrecks.
 In order to prevent a repetition of the disastrous wreck which occurred on the mountain track at the Newport siding last fall, the Lehigh Valley railroad company has taken up the connection between Sugar Notch and Farview. "That distance is the only section of single track on the main line and under the new rules there will only be one train allowed on it at a time between Farview and Sugar Notch, as there are no passing switches or sidings available between those points. Plans have been made for building a double track on that section, but from present indications it will not be done for some time.

Air Shaft Completed.
 After seven months work, Contractor John Pugh, of Kingston, has completed the work of sinking the Red Ash air shaft at the Exeter colliery. It is fourteen feet square and 600 feet deep and is a fine piece of workmanship, being cribbed from the surface to the rock with massive concrete

walls, the same as the main Red Ash shaft. The completion of the air shaft means much for the owners and the workmen, furnishing as it does a section opening for the Red Ash vein, a large number of new chambers can be opened and the production of the shaft will be largely increased. Up to this time only twenty men could be employed in the shaft under the law, because there was no second opening. Although Exeter colliery is one of the oldest in this region, the Red Ash vein has just been opened. It will furnish coal for many years to come.—Wilkes-Barre Record.

Thanks of Superintendent.
 General Superintendent Russell, of the Lackawanna road, issued the following circular yesterday:

To All Concerned: I want to thank you for the great care you showed in handling the big excursion into Scranton, and other parts of the road Monday last. It is not any reason why we cannot handle anything that may offer itself in the future in the shape of travel, and I have suggested to our passenger department that I would not hesitate a moment, after seeing the way our men worked, to accept anything they want to offer in the shape of business. (Signed) E. G. Russell.

This and That.
 It is announced that the Chamberlain colliery, St. Clair, Schuylkill county which has been closed down since last February, will resume operations on Sept. 15. Many repairs have been made to the colliery.

J. J. Lewis, for many years conductor on the Catawissa branch of the Philadelphia and Reading railroad, has been promoted to the position of assistant train master, with headquarters at Williamsport. Mr. Lewis has already assumed charge of his new position.

William Nelson, who for many years has filled the position of outside foreman at Jenessville No. 1 and who since Superintendent McFarlane resigned has been general outside foreman, resigned his position on Monday. He is succeeded by William F. Hamer, who had charge of No. 4 inside, and since the shut down has had charge of all inside work. Mr. Nelson was offered a position as foreman at one of the Lehigh Valley Hazleton collieries, but as yet he has not decided on accepting the same and has not decided on what he will do for the future. He has a thorough knowledge of machinery and is capable to fill a place anywhere.—Hazleton Sentinel.

MEMORIAL HALL AND LIBRARY

Callender Memorial Association Is to Maintain It.

An application for a charter for the Callender Memorial association was yesterday filed with Prothonotary John Copeland. The object of the association is to maintain a public hall and library on the "Old Brown church lot" in Blakely, to be dedicated to the memory of Samuel Callender, deceased, the founder of the "Old Brown church." The subscribers to the articles of incorporation are: Samuel N. Callender, Scranton; Carrie A. Kenyon, Olyphant; William H. Callender, Peckville; Romaine S. Callender, John T. Howe, Mary E. Howe, Charles A. Callender, Edward J. Callender, C. P. Kenyon, Margaret J. Callender, Scranton; S. D. Kingsley, Burton E. Kingsley, Edwin A. Kingsley, John E. Jones, Olyphant; Newell Callender, Clark's Green; Alfred M. Baker, Waverly; David B. Morgan, John H. Callender, Mary L. Callender, Judson S. Callender, Emma E. Williams, E. Fremont Ferris, Arch T. Dunlap, Peckville.

CONDITION DANGEROUS.

Shields Accidentally Shot by Companions Tuesday Evening.

James Shields, the young lad who was accidentally shot by a companion on West Lackawanna avenue Tuesday evening, is lying in a serious condition at the Lackawanna hospital. The bullet entered the right breast and pursued an upward course. It may have entered the lung, and it may have flattened against one of the ribs, but it would be dangerous at present to probe for it. Byron and Tom Watkins, the boy who had the revolver in his hand when it was discharged, and the boy who purchased it, are being held at police headquarters to await the result of young Shields' injuries.

MEETING OF PREACHERS.

They Will Be Resumed on Monday Next.

The preachers meeting of the Methodist Episcopal church, of Scranton and vicinity, will be resumed on September 11th, (Monday), at 10:30 a. m., in the Elm Park library room. Rev. C. M. Surdam, of Pittston Methodist Episcopal church, will deliver the address. Subject: "Man's Individual and Social Side." As this is the first meeting after the annual vacation it is hoped there will be a general attendance.

ROSEN HAS RESIGNED.

Will Be Two Inspectors for South Side Sewer.

George Rosen, inspector of the South Side sewer, has resigned. He has been suffering from rheumatism for a time and was unable to continue to perform the duties of his office. On the recommendation of City Engineer Phillips, two inspectors will be named by Mayor Moir at tonight's meeting of the select council.

Special Reduced Fares to Bethlehem via the Lehigh Valley Railroad, Account of the Bethlehem State Fair, September 12 to 16, 1899.

Tickets will be sold from Scranton to Bethlehem and return, September 12 to 15 inclusive, limited for return to September 16. Special one day rates of \$2.65 will be made Thursday, September 14. Tickets good going only on train No. 20 of that date, returning the same, or following day. Consult Lehigh Valley Ticket Agents for further particulars.

RAILROAD WRECKS EASILY HANDLED

CREWS TAKE CARE OF THEM WITH SLIGHT FRICTION.

How Work Is Done—Equipments for the Restoration of Traffic Communication Are Complete—Wrecking Crew Can Be Mustered on a Moment's Notice and Hurried to the Scene of the Trouble—Work That It Is Called Upon to Perform Is of a Varied Nature.

One of the interesting departments of every railroad is that which takes charge of the wrecks on the road. To cope with these every road has equipped a certain number of cars with all the modern hoisting and lifting devices and a trained crew of wreckers. The wrecking crew is always within call, for their services may be at any moment most important.

The derrick car, with its far projecting beak reaching beyond the boundaries of the car frames, stands always ready to assist in throwing over the bank derailed cars containing the most valuable of commodities. When a wreck occurs the trainmaster of the road on which it happens to be is at once notified. The first hot engine is pressed into service and the wrecking crew assembled in haste. It may be that the accident is caused by two engines on the same track, but going in opposite directions trying to pass each other, or a washout may have torn up the track ahead of the first mail train. Whatever the cause the wrecking crew is dispatched to the location of the accident.

LIKE A FIRE DEPARTMENT.

The wrecking department of a railroad resembles the fire department of a great city in many instances. The men composing the crew are all picked mechanics whose versatility has commended them for the wrecking service. Engineers and conductors out on the road seldom call for the wrecking car unless the wreck is serious. The locomotives and cabooses are equipped with heavy chains, lifting jacks and other appliances for retracking derailed cars, and when only a single car lies the track the train crew replaces it without the aid of the wrecking force.

Accidents that demand the wrecking force are plenty, and when they occur the conductor sends out a flagman ahead to protect other trains, and notifies the train dispatcher of a need of the wrecking crew.

Each railroad has its own system of handling wrecks. It is usual for a railroad company to have stationed at the terminal of each freight division a wrecking crew.

Sometimes, as in the case of branch lines this wrecking outfit may consist of one or two derrick cars, and on it, one of which is operated by a small hoisting engine. Where hand power is relied on the heavy hoisting is performed with the assistance of the regular locomotive, which pulls on a cable working the hoisting arrangements on the derrick car.

QUARTERS FOR THE WRECKERS.

In addition to the derrick car the train is made up of a tool car and a "shanty" car. The latter is used as sleeping quarters for the men composing the wrecking crew, when out at a wreck for any length of time.

If the members of the wrecking crew desire a day off they must notify the foreman of his intention, and in many cases furnish an acceptable substitute so that the wreck train may if called upon for duty be at its full strength. Some roads have the houses of their wrecking crews equipped with electric call bells or telephones, but the ordinary way of summoning them for wreck duty is by the call boy.

A railroad manager in making a comparison between the city fire department and the wrecking crew on the railroad said:

"The value of service is greatly dependent upon the quickness with which the apparatus is gotten to the place of accident. When the wrecking crew is notified every man hastens to his place and the first engine and crew obtain-

After Dinner

To assist digestion, relieve distress after eating or drinking too heartily, to prevent constipation, take

Hood's Pills

Sold everywhere. 25 cents.

The Last Chance To Buy Russet Shoes

At your prices. We must clear our stock regardless of value. LOOK AT THE LOW PRICES.

- 66 pairs Men's Russia Calf Hand-sewed Shoes, ranging in price from \$3.00, \$3.50 and \$4.00, nearly all sizes, go at \$1.98 and \$2.29.
- 136 pairs Men's Russet Shoes, at 98c, \$1.29 and \$1.49, worth \$2 and \$3.50.
- 46 pairs Ladies' \$1.50 Russet Shoes at 98 cents.
- 36 pairs Ladies' Queen Bess \$3 Russet Cloth Top Shoe, all sizes, at \$1.69.
- 36 pairs Ladies' Fine Russet Shoes, John Kelly and Gray Bros.' make, worth \$3.00 and \$4.00, at \$1.98.
- 68 pairs Ladies' Russet Shoes, worth \$2 and \$3, at \$1.29, \$1.49 and \$1.60.
- 28 pairs Misses' \$1.50 Russet Shoes at 98 cents.
- 148 pairs Boys' Russet Patent Tip Shoes, worth \$2, sizes 11 to 5 1/2, at \$1.29.
- Big Bargains in School Shoes, all styles and all kinds at prices to suit anyone, from 50 cents to \$1.00.

It will pay you to buy of us, We buy for cash and can sell for cash only, and our great buying facilities in the Boston, Brockton and Lynn shoe markets, backed by brains, enables us to sell stylish and durable footwear of all sorts for less money than any other house in the world.

MYER DAVIDOW,
 The Cheapest Shoe Store, 307 Lacka. Ave.

able are placed at their service. They are given a clear track to the point of obstruction. Other trains making way for them, much as the street pedestrians and heavy teams seek the curbs and sidewalks at the ringing to make way for the coming fire engine.

WORK AT THE WRECK.

"Arriving at the wreck the first thing to be done is to set up a telegraph office, which gives direct communication to headquarters. A man is placed in charge of the tool car to issue the tools needed at the wreck, and to care for them when they are returned. The wrecking crew do not aim so much to save the damaged freight cars as to clear the road for the suspended traffic.

The obstructing cars are usually rolled over the bank to be picked up the following Sunday. The trainmaster calling for the wreck train have given the trainmaster a description of the situation and an estimate of the probable time required to open the road. If the time required to obtain a clear track exceeds four hours, freight trains are not sent out from terminals. The trains are, however, made up, and the yards cleared for the movement of the concentrated traffic that follows the removal of the wreck.

"Less than four hours detention the trains are moved as close as convenient to the point of the wreck and stored on sidings for rapidity of movement when the line is open. Where the wreck occurs the trainmaster in all probability arranges to have made to deflect the mail trains over foreign lines or around the obstructed point by transfer from train to train."

WORK OF WRECKING CREW.

The wrecking crew is supposed to be competent to do anything pertaining to the maintenance or operation of the railroad. It lays track, repairs engines sufficiently to allow them to be taken to the shop, builds bridges, trestles and dams, erects temporary stations and telegraph lines, and in some cases repairs chimneys and builds water tanks. It also transfers baggage and passengers, takes care of the wounded in a wreck, and in some instances coffin the dead. The man in charge may also investigate the cause of the accident and collect evidence in case of future claims for damages.

Ordinarily great care is taken to save the contents of the cars, and a watchman who is generally one of the railroad company's detectives is stationed at the wreck to prevent any of the merchandise becoming the prey of thieves. Goods that are not damaged by the wreck are forwarded to the consignee and delivery made. In case they show signs of the experience they have had claims is made by the consignee for the loss in value, and this is investigated by the railroad authorities, and if a just one, is paid.

Silly.

"He is the silliest boy you ever heard of. He writes me twice a day." "How absolutely foolish, Nell! What does he do the rest of the day?" "He says he spends it in reading the letters I write him."—Harpur's Bosar.



Soak the hands thoroughly, on retiring, in a hot lather of CURCUMA SOAP, the most effective skin purifying soap, as well as purest and sweetest for toilet, bath, and nursery. Dry, avoid freely with CURCUMA Ointment, the great skin cure and purifier of eruptions. Wear old gloves during night. For sore hands, itching, burning, painful and painful fingers, this one night treatment is wonderful.

MOUNT PLEASANT COAL

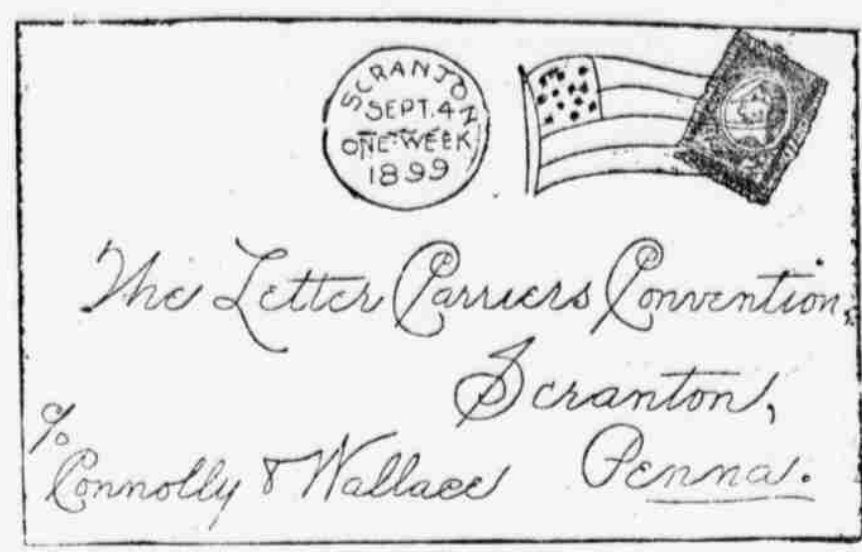
Coal of the best quality for domestic use and of all sizes, including Buckwheat and Birdseye, delivered in any part of the city, at the lowest price.

Orders received at the office, Connell Room 542, telephone No. 122, or at the mine, telephone No. 27, will be promptly attended to. Dealers supplied at the mine.

MOUNT PLEASANT COAL CO.

CONNOLLY and Wallace

SCRANTON'S SHOPPING CENTER.



Our Mail Tells Us

The worth of this store cannot be measured by the good we do in this city alone. We are useful to thousands of people, some of whom seldom come here, others of whom have never seen us nor our store. Business that comes to us by mail from many points and far away demonstrate that our ways and values are widely known.

CONNOLLY & WALLACE, 127 and 129 WASHINGTON AVENUE

The Wheat

From which "Snow White" Flour is made, is all cleaned, scoured, and steamed before it is ground, so we know that

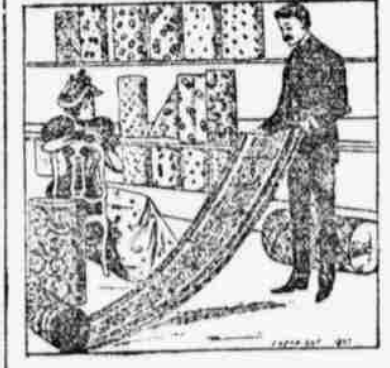
"Snow White"

Does not contain the least little bit of dirt. It's perfectly clean, perfectly pure and perfectly wholesome. It is made in a clean mill by clean men and is used by clean people. Ask your grocer about it. "We only wholesale."

THE WESTON MILL CO.
 Scranton, Carbondale, Olyphant.

The Dickson Manufacturing Co.
 Scranton and Wilkes-Barre, Pa. Manufacturers of LOCOMOTIVES, STATIONARY ENGINES, Boilers, Hoisting and Pumping Machinery. General Office, Scranton, Pa.

Fall Carpets



Does not contain the least little bit of dirt. It's perfectly clean, perfectly pure and perfectly wholesome. It is made in a clean mill by clean men and is used by clean people. Ask your grocer about it. "We only wholesale."

WILLIAMS & M'ANULTY, Interior Decorators. 129 Wyoming Avenue.

E. Robinson's Sons

Lager Beer Brewery
 Manufacturers of OLD STOCK PILSNER

435 to 455 N. Third St., Scranton, Pa. Telephone: Call, 2333.

Everything



PHOTOGRAPHIC
FLOREY & BROOKS
 211 Washington Avenue. Opposite Court House.

DR. DENSTEN
 311 Spruce St. Temple Court Building, Scranton, Pa.

All acute and chronic diseases of men, women and children. CHRONIC NERVE, OULS, BRAIN AND WASTING DISEASES A SPECIALTY. All diseases of the Liver, Kidneys, Bladder, Skin, Blood, Nerves, Womb, Eye, Ear, Nose, Throat, and Lungs. Cancers, Tumors, Piles, Rupture, Gout, Rheumatism, Asthma, Catarrh, Varicocele, Lost Manhood, Nightly Emissions, all Female Diseases, Leucorrhoea, etc. Gonorrhoea, Syphilis, Blood Poison, Indigestion and youthful habits obliterating. Surgery, Pits, Epilepsy, Tape and Stomach Worms. CATARRHOZE, Specific for Catarrh. Three months' treatment only \$5.00. Trial free in office. Consultation and examinations free. Office hours daily and Sunday, 8 a. m. to 9 p. m.

MOUSIC POWDER CO.

Rooms 1 and 2, Com'lth Bld'g. SCRANTON, PA. Mining and Blasting POWDER Made at Mosaic and Rush Vale Works. LAFIN & RAND POWDER CO'S ORANGE GUN POWDER 22 electric Batteries, Electric Explorers, for exploding blasts, Safety Fuse as 1 Rapauo Chemical Co's HIGH EXPLOSIVES