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CITY NOTES

ANNIVERSARY SERVICE—The anniversary service of Warren A. Berry will be celebrated Saturday evening at 8 o'clock in the Mission hall, No. 111 Franklin avenue.

HENRY STEVENS ARRESTED.—Henry Stevens was arrested last evening and lodged in the Centre street station on a charge of defrauding his boarding house keeper out of \$200.

HARVEST HOME DINNER.—The ladies of the Penn avenue church are planning for a Harvest Home dinner the last week of October, as the opening of a series of social occasions during the winter.

INQUEST MONDAY EVENING.—The inquest into the death of Patrick Mullen and James Paffy, the two men killed in the recent Lackawanna wreck, will be held on Monday evening at 7 o'clock in the arbitration room at the court house.

INJURIES PROVED FATAL.—Brakeman George E. Lasher, of 601 Court street, who was injured in a collision on the Lackawanna near the Water Gap on Thursday evening, passed away at the Moses Taylor hospital yesterday morning. His remains were removed to his late home.

BOOKKEEPERS' CLUB.—The bookkeepers and office men of the city met on Thursday evening and organized the Bookkeepers' club. The following officers were elected: S. W. Wagner, president; F. E. Stevens, vice president; Samuel McCracken, secretary; S. J. Bairs, treasurer. The next meeting will be held on Thursday evening in the Builders' exchange rooms and all bookkeepers are invited to attend.

SHAKESPEAREAN RECITAL.—The Shakespearean recital to be given by Marshall Darrach at St. Luke's Parish hall on Thursday night, will be the society event of the week. The names of many social leaders of the city appear on the list of patronesses and as the affair is for the benefit of the Hahnemann hospital, a local charity very popular, the attendance will be large. These recitals have delighted distinguished audiences in the most select circles of prominent cities and are a revelation in Shakespearean lore.

PRIESTS' NEW STATIONS.

Rev. James Gillogely and Rev. Francis Canavan Assigned.

Rev. James Gillogely and Rev. Francis Canavan, now temporarily stationed at the cathedral, have been given permanent assignments by Bishop Hoban. Rev. Father Gillogely goes to Sayre as assistant to Rev. J. L. Shanley. Rev. Father Canavan is to be assistant to Rev. J. J. Healey at Pleasant Mount.

Journeyman Plumbers, 840 Spruce street, telephone 1593.

Smoke the Popular Punch Cigar, 10c.

A HISTORY OF THE FIRE DEPARTMENT

INTERESTING REVIEW OF THE ORGANIZATION'S GROWTH.

Reminiscences of the "Good Old Days" of Fire Fighting with a Summary of the Events Leading Up to the Formation of the Department—"Lady Washington Engine Company" Was the First to Be Permanently Organized and Equipped—Department Has Had Nine Chief Engineers.

Below is given a synopsis of the very interesting history of the Scranton fire department which appears in the official souvenir of the state convention, and which will be issued Monday.

History of the early days of Scranton before its incorporation, and when it was known as a village under the different appellations of "Razorsville," "Deep Hollow," "Slocum Hollow," "Scrantonville," etc., the fire apparatus was a crude affair, with no water works to amount to anything except that which nature provided. In fact at that period of time the villages and towns throughout the state, save some few exceptions, and the larger cities, were similarly situated or equipped. There was no such thing as rubber hose then known. Indeed, the rubber industry at that time were in their infancy, and manufacturers from that now universally known product were few and far between, and the wonderful diversification to which they have since attained was undreamed of. Leather hose of the simplest description was used to convey the water from well or stream to the fire. The hose of that time were of very inferior quality, and no water was to be had except from wooden-handled pumps and the Roaring brook. Owners of dwellings kept a fire bucket for every fireplace in the house, and the firemen and boys, while running to the fire, cried out "Throw out your buckets!" and these were picked up by the first man who came along. These buckets were usually of leather. Two lines were formed from the fire to the nearest pump, and the water in the well gave out the lines were carried to the nearest stream—the Roaring brook.

One line passed down the empty buckets, and the other handed up the full ones. It was seldom that anyone attempted to break these lines. If he did, he was roughly handled. Every good citizen was expected to turn out and give aid to the firemen. As the plan did not work very satisfactorily, an improvement was effected, by which each fire-house was furnished with two poles of sufficient length to carry twelve buckets each. The poles were carried on the shoulders of the firemen when going to the fire, and often acted as weapons of defense and offense in the battles which frequently occurred between rival companies.

INTEREST INCREASED.—As time rolls on, the interest in the old department of Scranton seems to increase. Apart from the dry record of fires attended by the old fire-buddies, the details of their doings would make a chronicle probably as interesting as any romance. To the student of the manners and customs of a by-gone time, and to the general public, these stories are full of interest which never weary with the retelling. The fights, the songs, the brave deeds and the social life of the old firemen, are full of pathetic and heroic interest. They represented the best class of our people, such as statesmen, judges, politicians, doctors, business men, etc.

Shortly prior to the incorporation of Scranton as a city proper, which was accomplished in 1852, the steam fire engine, pulled by hand, was introduced. It was called the "Lady Washington," and was purchased by the members of the company, styling themselves "Lady Washington Engine Company No. 2," who individually and collectively raised the money to pay for the same. About this time, through like efforts on the part of their members, the Nay and Franklin Engine companies were similarly equipped with engines, propelled by hand or man power. The latter company, the Franklin, was organized, however, as early as July 2d, 1851, when it used the old-time hand engine. The Neptune Fire company was also in existence about the time of the breaking out of our interstate war, and possessed a hand-powered machine of crude construction, but of effective working force. But a large number of its members enlisted in the army at that time, its organization, like many other companies throughout the state, was temporarily abandoned.

In fact, the war proved disastrous to many fire companies, the members of which were called to arms and rushed forth to defend the country's flag as eagerly as they had frequently before rushed forth to protect the property and lives of the people of the old borough, and as a consequence, there were so few members left at home that they were not supported, and the companies rapidly dropped out of existence. But when the war ended, the brave fellows who survived returned home, and although many of them had suffered by loss of health or limb, still the desire to save was strong within them, and in a short time they succeeded in reorganizing the companies on a firm basis.

When Captain Keeley was head of the fire department of Scranton he purchased in 1853 three hook and ladder trucks for \$200 each in New York. Also about this time the Good Will Hook and Ladder company was organized. The trucks referred to had lain in the railroad yard several months, exposed to all kinds of weather, before anything was done with them. Later on, however, one of the trucks was taken to Providence, when the City of Scranton was incorporated. A company was organized there under Captain Pierce, and called the "Mohawk Hook and Ladder company." The other truck went to the West Side and put in possession of the company known as the "Hyde Park Hook and Ladder company."

These companies, however, never made a perfect or thorough organization, and the trucks afterwards, again exposed to the elements, without care or attention, soon rotted into uselessness and forgetfulness. The city for the maintenance of these companies did nothing. With the exception of the "Good Will company," which was recognized by a lot of colored people, who called themselves "Union Hook and Ladder Company No. 1," but owing to want of recognition and proper support on part of the council, it also soon disbanded.

CLOSE FISTED POLICY.—Some of the early city fathers were so cautious that they denied any objection to the city paying for the grease or oil needed for lubricating the running gear of the fire apparatus—claiming as the "boys" run the "machines" they ought to buy their own oil. The fire ladders in the old days used to go to Fuller's drug store, on Lackawanna avenue, near the Coyne house, and ask for castor oil for their engines. Many times they had no money to pay for the same, as councils in the niggardly policy pursued, would not appropriate a cent for the fire department. But one good and tried friend never failed the firemen in such dilemmas. Mr. William F. Hallestead, when appealed to, would say "Give the boys all they want, I will pay for it." He was always the volunteer fireman's friend, and the old boys will never forget him.

In organizing the fire department in 1868, the boroughs of Hyde Park and Providence were included within the limits of the city, which gave the way for the present marvelous development of the city. Captain Keeley was chief of the fire department at that time, and later, was succeeded by Millsburg, a druggist, who subsequently was elected city treasurer, and who defaulted with some \$25,000 of the city's funds, and since has never been heard of. In the year 1868, the fire department was put in as chief of the department. About 1867 the Citizens' Fire association was organized and issued stock in shares varying from \$5 to \$50 and upward in amount, and contributions from the people were also solicited which to purchase a second-hand steam engine for Nay and Home company No. 1. Even at this late date, leather hose was almost exclusively used.

The first time the councils of the city of Scranton ever bought a steam or other fire apparatus for the use of the city was in 1874 when they purchased an engine for the Crystal Hose company No. 4. The following year they made another appropriation for coal for the engine for Franklin Engine company No. 1; but the committee which they appointed to negotiate the purchase got into a wrangle among themselves, and the result was they bought two engines instead of one.

They were housed in the Franklin Engine company's house, No. 157 a residence was offered in councils placing one of them, the Silby engine, in charge of the Franklin company, and the other, a Clapp & Jones engine, in possession of Neptune company No. 2. In this year the organization known as the "Board of District Engineers" was formed by electing from each ward a representative. This was a "La France engine," made by the La France Manufacturing company, of Elmira, N. Y. It was given to the General Plinney Engine company No. 4.

About 1875-76 one of the most terrible catastrophes which ever befell the city ever been visited took place. This was the destruction by fire of the Orphan asylum, in which seventeen boys were roasted and smothered to death. A great fire, which occurred in 1875, was the burning of the Cliff Locomotive works, owned by the Dickson Manufacturing company, which cost the city \$50,000 and \$90,000. Still another important fire, and back in the sixties, was the burning of the Lackawanna Iron and Coal company's mill on the South Side, when the firemen had to take their hard engines into Roaring brook for suction, as there was no fire plugs in that part of the city in those days.

PREVIOUS CONVENTION.—The convention of the Pennsylvania State Firemen association was held in Scranton in 1882. Chief Perber, William G. Robinson and Charles W. Huntington pointed a committee to visit Bradford, Pa., to arrange for its coming here. On this occasion the fire department of Scranton was represented by Chief Perber, Mr. S. B. Stillwell, and then made the latter grand marshal of the parade which took place thereafter. Along about this time the electric fire alarm system and Leggett's Creak song were strongly urged, but failed on account of the action of the council. A year later, 1883, however, the electric fire alarm was adopted at a cost of about \$10,000.

In May, 1884, a law was enacted by the legislature of the state allowing the 25¢ firemen's fund, which the foreign insurance companies doing business in the state, to be paid to the disabled firemen of the state. It was also provided that for this fund the fire insurance companies should contribute.

Our fire department has been extremely fortunate in the selection of its chiefs. They all have been careful and good men, and have used their utmost endeavors for the welfare of the department. The department since its organization in 1858 has had nine chief engineers, as follows: C. W. Roessler, Enoch Page, Henry F. Perber, S. B. Stillwell, S. W. Huntington, Henry F. Perber, E. Zielemann, Henry F. Perber, Enoch Page, H. R. Madison, Henry F. Perber, P. J. Hickey, and John H. Walker, the present incumbent of the office.

The fire department as constituted at present, is composed of five steam companies, eight hook and ladder companies, and ladder company, two chemical engine companies, and two combination wagons (chemical and hose).

Smoke the Peoceno Co. Cigar.

SURE CURE FOR GOLD

When the children get their feet wet and take cold give them a hot foot bath, a bowl of hot drink, a dose of Ayer's Cherry Pectoral, and put them to bed. The chances are they will be all right in the morning. Continue the Cherry Pectoral a few days, until all cough has disappeared.

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SKETCH OF COLONEL WATRES.

What a Writer in the Philadelphia Inquirer Thinks of Him. The Philadelphia Inquirer yesterday contained a snap shot picture of Hon. L. A. Watres and the following sketch of him:

From the ranks of the humble workers of the coal mines of Lackawanna county he rose to be Lieutenant Governor of the commonwealth, and today he is one of the wealthiest and most successful coal operators of the state, a lawyer of marked ability and a power in the financial interests of Northern Pennsylvania. Briefly, that is the story of the honorable career of Colonel Louis Arthur Watres, of Scranton. "Governor" Watres, as he is familiarly known throughout the state, is a man of marked individuality and positive character. He was thrown upon his own resources early and with wonderful energy and determination educated himself and rapidly forged to the front. He denied himself many pleasures and studied law at night after he was through with his regular labors, and not long after he was admitted to practice he was elected county solicitor of Lackawanna.

Then he was sent to the state senate for two terms, and in 1890, although chosen a competitor for governor, he was defeated by 17,000, he was elected lieutenant governor by a plurality of over 23,000 votes. He was the Republican state chairman in the successful campaign of 1891. For fifteen years he has been a member of the bar with the national guard, was inspector of rifle practice under Governor Beaver and was recently elected colonel of the Thirtieth regiment, N. G. P. Few men are more intimately connected with the electric light, telephone and financial corporations of Lackawanna than is Governor Watres. He is of a modest and retiring disposition and is devoted to an interesting family, including three children. He was 48 years old last April.

WILL GIVE THREE LECTURES.

Rev. I. J. Lansing to Speak for the Ladies' Aid Society. Rev. I. J. Lansing will give three popular lectures in October for the benefit of the Ladies' Aid society of the Green Ridge Presbyterian church. The lectures will be "Physical Culture or the Training of the Body for the Uses of the Soul," Oct. 10, "Ideals and Foundation Principles," Oct. 17, "Helps and Apparatus; Including Gymnastics and Reasons for the Same."

Mr. Lansing has given this subject many years of most careful and thoughtful study, having examined and made use of many of the best of all known systems. The results of all the studies and observations he will summarize in a few simple and intelligible lectures, the value of which can easily be verified by those who are desirous of deriving strength and health from Nature's method of building up the human body. The lecturer will illustrate the method which he indorses and will teach plainly the principles of self culture which any one can follow out to his own advantage. A greater privilege than to hear these lectures would be difficult to see before the residents of Green Ridge.

FUNERAL OF MRS. E. J. LORD.

Services Were Conducted by the Rev. W. G. Simpson. The funeral of the late Mrs. E. J. Lord was held yesterday afternoon from the home of her daughter, Mrs. Nelson Waterman, on Jones street. It was largely attended by many relatives and acquaintances that had known her during her long and useful life, and thus showed their deep regard for her memory.

HE IS NOT THE MAN.

McKeever's Field Sulfide Is Not Dennis Phillips. Detective Moir received a letter yesterday from N. B. Phillips, of Sugar Notch, Franconia, N. H., in answer to a letter sent last week by Chief Moir in regard to the finding of the bundle of letters and the statement signed Dennis Phillips in Lohmann's hotel.

In it Mr. Phillips states that the handwriting in the statement is his brother's, but that the photograph of the identity of the latter is still a mystery, as are also the whereabouts of Dennis Phillips, his brother stating that they have heard no word from him since the spring of 1888.

BUILDING INSPECTOR ACTIVE.

Orders the Removal of Big Signs and Dr. Hand's Barricade. Building Inspector Jackson has started out to enforce the law against the display of canvas signs of more than two feet in width. Notice was yesterday served on the merchants who are violating the ordinance in this respect to remove the signs.

The inspector has also ordered the removal of the barricade built at the rear of the Jewell building on Spruce street by Dr. Hand to protect himself from the alleged nuisance that was occasioned by the work of Fox's bit and animal store. The inspector holds that the barricade comes within the category of wooden structures forbidden inside the fire limits.

Hereafter the building inspector's office hours will be from 8 a. m. to noon, instead of 8 to 10 and 2 to 4.

THE ELECTION CONTEST.

This Will Be the Last Day for the Respondents. This will be the last day for hearing the testimony of the respondents in the Langstaff election contest. At yesterday's session a great deal of documentary evidence was offered, including assessment books, naturalization dockets, etc. W. C. Burke, an ex-tax collector of Dunmore, and Michael Godfrey and William Lawler, of Winton, were the witnesses examined.

Steam Heating and Plumbing. P. F. & M. T. Howley, 231 Wyoming ave. Mrs. Winslow's Soothing Syrup. Has been used for over FIFTY YEARS and is the most reliable remedy for CHILDREN WHILE TEething WITH PERFECT SUCCESS. IT SOOTHES THE CHILD, SOFTENS THE GUMS, ALLAYS ALL PAIN; CURES WIND COLIC, and is the best remedy for DIARRHOEA. Sold by Druggists in every part of the world. Be sure and ask for "Mrs. Winslow's Soothing Syrup." Price, 25 cents a bottle.

ANSWER OF THE NORTHWEST COMPANY

REPLIES TO THE BILL IN EQUITY OF N. Y. O. & W. R. R. CO.

Alleges That the Latter Company Neglected to Supply Sufficient Cars and to Do Other Things That Were Required by the Terms of Its Contract—It is Also Alleged That the Contract is in Violation of the Provision of the Inter-State Commerce Act.

An answer was yesterday filed by the Northwest Coal company to the bill in equity filed against it some time ago by the New York, Ontario and Western Railway company.

The Northwest company in its answer asserts that when it entered into a contract with the plaintiff company it was understood that the New York, Ontario and Western company agreed to be merely a common carrier and that it would not open any collieries of its own to enter into competition with the Northwest Coal company.

Furthermore the plaintiff company further alleged that the coal mine by the Northwest Coal company that the Erie company would not take. Notwithstanding this it is alleged the defendant company enough cars to carry the coal. Messrs. Dickson and Kelly, it is alleged, were mere agents for the plaintiff company to avoid any inconvenience that might arise out of the fact that the New York, Ontario and Western company was a common carrier and not a trading or mining company.

DID NOT SUPPLY CARS.

On account of the neglect to supply cars as agreed and because of the common carrier liability of the plaintiff entering as a competitor in the coal trade instead of remaining a common carrier as it is chartered, and as it agreed with the defendant to do, the defendant company complained to the defendant answers: "That the plaintiff, who responded, 'If you desire to arbitrate the transportation contract, as threatened in your letter, such course will be entirely satisfactory to this company.' This shows, the defendant asserts, that the plaintiff recognized the right of which the defendant company subsequently availed itself.

In regard to the organization of the Temple Iron company, the defendant declares that the facts are not correctly stated in the plaintiff's bill. Further the defendant answers: "That the contracts set up in the plaintiff's bill are contrary to public policy and are void; that it is an attempt of a foreign railroad corporation to manage and control the marketing of a principal product of the state of Pennsylvania shipped over its lines; that it is contrary to public policy because the said contract if enforced will discriminate against the public."

CONTRACT ILLEGAL.

The contracts, the defendant further alleges, are in violation of the act of congress of Feb. 4, 1887, controlling interstate traffic. They gave "an undue and unreasonable preference and advantage to the Northwest Coal company, as they were not the scheduled and open rates," which, by the said act, "the plaintiff was bound to make and observe, and were in violation of the terms of said act of congress."

The defendant in its answer also alleges that the Northwest Coal company, as secretary of the Northwest Coal company, the defendant is represented by William Warren & Knapp and George F. Baker.

THE LEADER

Scranton Store, 124-126 Wyoming Avenue. Copyright books in cloth published at \$1.50

At the writing of our regular Saturday advertisement the full list of titles had not yet been received. We append herewith a list of ten copyright works in cloth that will go on sale Saturday AT A ONE DAY PRICE.

Lady of Quality Soldiers of Fortune Choir Invisible Prisoner of Zenda The Flaxman The Forest Lovers Caleb West Honorable Peter Stirling The Christian Phroso

The outrageous price of 59c has been charged by other stores for these same books—here on Saturday

24c Only three to a customer and none to dealers.

Entirely New

The silk shade is a thing of the past. Globes have taken their place. It is not necessary to buy a new lamp to get the globe as we have hundreds of odd globes at all prices. We just unpacked a beautiful collection of new Austrian and French globes with Poppy, Iris and other decorations; a larger assortment to select from than all other stores in the city combined.

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China Wall.

Miller & Peck, 134 Wyoming Ave. "Walk in and look around."

THE POPULAR HOUSE-FURNISHING STORE.

Dockash Stoves and Ranges

Don't grumble at the cook when breakfast is late. Perhaps it's not her fault. Very likely she don't know about the Dockash. Dockash Ranges are noted for their superior flue construction, insuring a quick fire in a few minutes after drafts are opened. We will gladly tell you more about them if you will ask us.

Yes, we always keep repairs in stock.

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OF All Kinds,

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When down town this evening stop at the New Hat store and see all the latest fall styles in hats. Prices the lowest. Remember the place, Scranton One Price Hat company, New Masonic building, 422 Spruce St.

New Hat Store.

Finest wines and cigars at Lane's, 259 Spruce street.

Smoke the Hotel Jermyn Cigar, 10c.

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Successor to Bronson & Tallman.
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