

LIVE NEWS OF THE INDUSTRIAL WORLD

STEEL RAIL COMBINE RECEIVES A BIG ORDER.

It is said that 1,500,000 tons of rails have been ordered from the Trust—Changes at the Lackawanna Shops—Some Facts About the New Engines Ordered by the Delaware, Lackawanna and Western Company—Other Interesting Trade Notes.

The announcement has been made that the largest order for steel rails ever given has just been awarded to the Steel Rail combine at the prevailing prices of \$32. The meeting was held in New York yesterday, and it is understood that the railroad companies were notified that the steel could cover all their wants at the present price. Nearly every railroad in the country came in with orders, and an aggregate of 1,500,000 tons of rails were ordered for delivery in 1900. The companies in the pool are the Carnegie Steel company, the Federal Steel company, and the Lackawanna steel company. After these orders were placed the price of rails was raised to \$35 and \$40, depending on the size of the order, the lowest quotation being for 200 tons and the highest for less than carload lots.

The total sales aggregate about \$50,000,000. This means that one-sixth of the total steel output of the country for 1900 will be consumed in the manufacture of rails. This does not include orders placed by the Russian government some time ago, with other orders, which will make the aggregate tonnage in rails next year much more than 1,500,000 tons. This makes certain that prices of iron and steel for 1900 will be considerably higher than the prevailing figure.

It was denied by a representative of the Federal Steel Company yesterday that a steel rail pool existed. Such an organization, he said, would be illegal. He admitted, however, that there was an understanding between the various companies and he remarked that there were now no personal animosities to mar the brightness of the trade situation. He confirmed the news that the various steel companies had sold up to yesterday for delivery in 1900 a total of about 1,500,000 tons of rails at the rate of \$33 a ton, and that the ruling rate was now \$35 a ton, with possibilities of further advance.

Regarding the order for 1,500,000 tons of steel rails another Pittsburg despatch received in this city yesterday, said: "To fill this vast order means that all other branches of steel manufacture will have to be curtailed. It will be especially hard on shipbuilders, as it is expected that the demand for steel plates will be greater than ever. The output of plates this year will be much behind orders booked the first half of the year. It will injure the steel car buildings industry, and crowd tinplate, hoops, wire and other products. The order means that about 2,000,000 tons of steel will be made into rails as the ore and coal mines will need hundreds of thousands of tons of light rails. About 2,200,000 tons of pig iron will be consumed, out of an estimated output of 13,000,000 tons, and 5,400,000 tons of ore."

Changes at Local Shops.

John A. Whalen, who has been appointed general foreman of the Delaware, Lackawanna and Western locomotive shops, a position vacated some time ago by F. W. Williams, to assume the position of division master mechanic at Syracuse, will assume his duties on November 1. Mr. Whalen has until now been round houseman at East Buffalo, and previous to that was gang foreman in the Kingsland shops.

Peter Richards, now of the Scranton shops, will become foreman of the round house at East Buffalo on November 1. This promotion of Mr. Richards is to give him more intimate acquaintance with the motor powers of the Lackawanna with a view of still further advancement for him later on.

The Lackawanna's New Engines.

As stated in The Tribune yesterday, the Lackawanna Railroad company has ordered twenty-three consolidated engines, twelve-wheelers, from the Brooks Locomotive works, of Dunkirk, and the Dickson Manufacturing company, of this city, will build fifteen engines the same as those by the Brooks company. Besides these the Brooks company will build seven passenger engines, the largest ever owned by the Delaware, Lackawanna and Western company. They will be of the ten-wheel type, the boiler of Mother Hubbard pattern.

The cylinders will be 39 by 26, and the engines will have 370 two-inch flues. They will have a steam pressure of 210 pounds and all wheels, including those of the truck tender, will be equipped with brakes. They will be used for heavy fast service on the main line between Scranton and Elmira, and between Scranton and New York. Deliveries of these engines are to be made in November, December, January and February.

New Dispatcher at Hallstead.

T. H. Hays, formerly master mechanic and engine dispatcher in the Lackawanna yards at Hallstead, has retired from that position. Mr. Hays was a popular man with the engineers and firemen and a faithful employee of the Delaware, Lackawanna and Western company. He assumed charge of that office sixteen years ago and has been in the post steadily until last Saturday. He is a valued citizen and it is hoped that he might continue as a resident of our borough.

Mr. Hays successor is W. Harvev. of Chicago, Ill. Mr. Harvev's record shows him to be an excellent railroad man and socially he is pleasant and agreeable.

Light from Car Axles.

George H. Benjamin, of New York, writing to the Mail and Express on the subject of "Light from Car Axles," says, in answer to a correspondent who discussed the subject in a previous issue:

"It is evident to any one who has had any practical experience on this subject that the writer does not at all understand the subject, as his article contains a number of gross misstatements, evidently intended to mislead the public and possibly to boom some enterprise.

"For instance, he states that to drive the dynamo does not lessen the speed of the train or call for any additional power from the engine, which is equivalent to saying that no horsepower is required to furnish the current. In point of fact, the cost of driving the dynamo from the axle is greater than where the power is derived from a separate steam engine, and for the simple reason that the cost of generating power in a locomotive engine is about twice that in a stationary engine. Again, that such a system may be maintained in running order by a five minutes' inspection of the battery every six weeks meets every requirement. Every electrician who has had any experience with dynamo electric machines and storage batteries knows that they require constant attention to maintain them even in fair working order.

"Without discussing further the misleading statements of the article, I would give as my opinion, after twenty years' experience in this country and Europe, that such a system is absolutely impracticable, for the reason:

"It is essential that the apparatus for lighting a railway car be always instantly available for use. In the system proposed a loose belt, or gear, imperfect connection in the battery, poor brush or circuit on the dynamo would completely disturb the apparatus and make it practically worthless for lighting purposes.

"Many other reasons might be given, but that stated I have found in my experience to apply to every system proposed for lighting a car through motive power derived from an axle."

This and That.

The Lehigh Valley Railroad company has placed an order for thirty-five new engines for freight and coal use. The Williams Calk company, a corporation formed for the purpose of manufacturing horse shoe calks, will on Nov. 17 apply to Governor Stone for a charter. The applicants are E. B. Sturges, George S. Sturges, John R. Williams and Alfred Harvey.

The Lehigh Valley railroad's order for steel rails for the coming year, which was placed last week, at \$33 per ton, was for 12,000 tons, and was given to the Carnegie Steel company. Owing to the great advance in the price of steel rails, the usual yearly order has been somewhat curtailed in amount. Superintendent Stillwell, of the Rock Island railroad, has invented an automatic electrical signaling device which it is claimed will make it impossible for engineers and trainmen to forget telegraph orders given them. The device is designed primarily for use in the cab of an engine, but may be placed on any part of a train. As the train approaches every station a bell begins ringing and continues until the engineer touches a button attached to the clip holding all orders given him. He cannot press the button without looking at his orders and seeing whether or not he is to stop at the next station or go on. Forgetfulness of orders causes a large share of railroad accidents, strange as it may seem, that they should be forgotten, when at all times they are supposed to be in plain sight of the engineer.

HIGH SCHOOL NOTES.

Mrs. Megaree, who taught the commercial department last year, was a welcome visitor at the school Wednesday.

Wednesday the "scrub" foot ball team played the eleven of No. 35 at the park. The game resulted in a tie. Thirteen had the ball in the scrub's territory nearly all of the second half.

Professor Derman succeeds very well in getting the pupils, especially the boys, to learn the selections in the new singing book. The bass voices are very numerous among the boys and in some instances are used in making very fine discords.

We congratulate the foot ball team for their victory over Keystone on Saturday last, and hope to see them return from Williamsport having gained a decisive victory, and thus add another star to their illustrious banner.

The school paper, Impressions, was on sale Wednesday and found a ready market among the pupils. It is sincerely hoped the students of the school will put their hand to the plow and help the editorial staff by furnishing an abundance of material for the paper, and make it the leading school paper in this state.

In case the old gold and blue returns from Williamsport with the victorious eagle perched upon its banner, Superintendent Howell will give the boys as a reward for the struggle, one of the best foot balls that can be purchased in the city. This is the unselfish offer of Mr. Howell and should serve as a stimulant to urge the boys on to victory.

The first debate of this term will take place today at the end of the session. The subject, "Resolved, That Great Britain is justified in her present policy in the Transvaal." There is no doubt but that the debate will prove a very interesting one. It is hoped the Literary society of the school, which has charge of this debate, will have many more as it quickens the interest and advances the pupils in the knowledge of the pertinent things.

To Stephen Crane.

A long, deep bay— Under a yellow sun— A sailing ship at a port A frightened cry. The chattering of death demons in a tree top. Blood and blood, upon the ground. Somebody had shot a snipe. —Detroit Free Press.

FALL CONVENTION OF LUTHER LEAGUE

THREE SESSIONS HELD IN ST. MARK'S CHURCH.

Address of Welcome and Response in Morning, and Reports of Officers. Papers Read by Misses Scheitler and Kantner and Martin Swank. Address by Rev. W. L. Hunter, of Wilkes-Barre, Last Evening. Delegates Present and Business Transacted During the Day.

The fall sessions of the Northeastern Central Pennsylvania Luther League were held in St. Mark's Lutheran church, on Fourteenth street, West Scranton, yesterday morning, afternoon and evening. The majority of the delegates responded at the opening session, which was opened with devotional exercises, led by Rev. C. E. Biethen, of Gouldsboro. George Allen, president of St. Mark's league, made the address of welcome, which was responded to by President Spieker, in behalf of the league.

In the absence of the secretary, Miss Frances Kantner, of Wilkes-Barre, Miss Schuler, of Holy Trinity league, was appointed to fill the vacancy. Miss Josephine Rohrwasser, of this city, who is the treasurer of the league, read her report, which showed a balance in the treasury of \$13.75. The roll was then called and the following delegates responded:

SCRANTON: Holy Trinity League—Rev. C. G. Spieker, F. W. Lemminger, Rose Huber, Emma Schuler, Bessie Schive, Susie Schubert. Zion's League—William F. Nye, Mrs. John J. Genter, John Gahn, Louisa Krause, Anna Schlotterbeck, Philippine Greiner, Emma Greiner. St. Mark's League—George Allen, Minnie Henry, Katie Walther, Rev. A. L. Ramer.

St. Paul's League—W. H. Courtright, E. E. Schuchman, Miss Lottie Lauer, Mrs. J. E. Wireback. WILKES-BARRE: St. John's League—Rev. W. L. Hunter, Ph. E. Mrs. J. P. Keiffer, Miss Minnie Banker, Charles Wert, Stanley Yetter, Fred Grum.

Christ League—Rev. H. F. J. Seneker, Fred Murphy, Miss Bertha Kantner, Mrs. Reese, Anna Steinhauser, F. W. Banker. GOULDSBORO: Grace League—Rev. C. E. Biethen, Mrs. C. E. Biethen, Misses May Flower, Mrs. Waldorf, Magdaline Scheitler. HOBBIER: St. James' League—Rev. F. M. Beysher, Martha S. Swank, M. E. Nye, W. E. Meyer, Miss Lauer, Whitebread.

After the roll call E. M. Lemminger, of Holy Trinity league, read his report as delegate to the state convention, which was very interesting and complete. Rev. A. L. Ramer, of St. Mark's church, followed with a statistical report of the league, after which an adjournment was made for the noon-day meal.

AFTERNOON SESSION.

Rev. I. J. Miller, of Noxon, led the devotional exercises at the opening of the afternoon session, which began promptly at 2 o'clock. H. L. Hungerford, of Wilkes-Barre, a member of the league executive committee, read the report of that body, which was referred particularly to their work since the last session. The report was received and filed.

The first paper of the convention was read by Miss Magdaline Scheitler, of Gouldsboro, on the subject "How and Why We Should Pray." The writer pointed out many ways to conform with the subject and displayed much care and preparation in the composition.

Martin S. Swank, of Hobbiere, presented the topic "Giving; Our Prayers, Our Service, Our Means." His paper was along similar lines to Miss Scheitler's effort and was an excellent composition.

Both papers brought out considerable discussion, and the subject of giving proved to be the keynote of the convention. Rev. Miller opened the discussion and among other things said that the church would be much better if there was more prayerful people in it.

H. L. Hungerford explained the system adopted by his society of having the members prepare prayers for the meetings, and thought the lessons taught in preparation were fruitful of much good.

Rev. Hunter, of Wilkes-Barre, defined prayer as being the conversation of the heart with God and urged his hearers to cultivate secret prayer. Rev. Seneker, also of Wilkes-Barre, said it is well to know how to read the Scriptures and that is always necessary for a prayerful life.

Dr. Ramer believes that Christians cannot pray without preparation any more than you can sing without words and music. Prayer is the gift of God and requires study and thought.

Mr. Courtright, of St. Paul's league, also spoke and said there must be something from the heart to pray for, and if the Bible is read it gives food for thought. The discussion was very beneficial to those present, and while many suggested different ideas, all aimed to the principal object of prayer at all times.

Miss Bertha Kantner, of Wilkes-Barre, read a paper on "Our Badge and Its Significance," and gave a description of its origin and meaning. R. B. Moser and Rev. W. C. L. Lauer, who were on the programme to read papers on "Protestantism's Power," were unable to be present. Rev. W. L. Hunter, of Wilkes-Barre, acceptably filled his place, and delivered a forcible address.

The assembly sang "A Mighty Fortress is Our God" and the choir rendered Te Deum Laudamus. Rev. Seneker closed the meeting with the vesper service and benediction.

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HAVE JOINED THE MARINES.

Lads from Hereabouts Who Want to Be Sailor-Soldiers.

Following is a list of the men who have enlisted in the United States Marine corps at Major W. P. Biddle's recruiting station in the Lanning building, Wilkes-Barre: Michael Donnelly, Scranton, Pa.; William A. Billings, Wilkes-Barre, Pa.; Charles A. Gritman, Wilkes-Barre, Pa.; William H. Hughes, Wilkes-Barre, Pa. (served in Ninth Pennsylvania volunteers); Evan E. Owens, Wilkes-Barre, Pa.; Phoenias Morse, Harding, Pa. (served in Ninth Pennsylvania volunteers); Daniel Gallagher, Miners Mill, Pa.; Charles A. Haas, Nanticoke, Pa.; Bruce Bartholomew, Forty Fort, Pa.; Frank J. Brislin, Lee Park, Pa. (served in Ninth Pennsylvania volunteers); James C. Lanzan Pittston, Pa.; Ira C. Hoover, West Pittston, Pa.; Robert Marsh, Olyphant, Pa.; Ned K. Miller, Stroudsburg, Pa. (served in Second Nebraska volunteers); James W. Strobl, Tropicville, Pa.; Charles E. Warburton, Hillsgrove, Pa.; Eugene E. Broug, Lehigh, Pa.; James F. Shea, McAdoo, Pa.; Edward Downing, McAdoo, Pa.; Joseph Moyer, Ashland, Pa.; Timothy G. Snyder, Ashland, Pa.; Mark Cannon, Ashland, Pa. (served in Eighteenth Pennsylvania volunteers).

In the course of an interesting interview in the Wilkes-Barre Record concerning the marine service Major Biddle said: "Very few persons are acquainted with the duties of the marines. In the popular mind marines are synonymous with the sailors, as a matter of fact they are not sailors at all, but soldiers serving on ships. They are part of the naval force and serving under the jurisdiction of the secretary of the navy, but they are, nevertheless, a distinct organization from the navy proper. Their duties are strictly military and they are soldiers absolutely and at all times. Their duties ashore are doing guard duty in our various navy yards and naval stations, protecting government property from fire or burglary.

"Recruits are sent to the nearest barracks and instructed in the drills which embrace the school of the soldier, company and battalion skirmishing, target practice, bayonet exercises and everything appertaining to a soldier's duties. While serving on a man-of-war they are instructed in the great gun drill (artillery) in addition to what instructions they received in barracks, which are continued on board ship. The marines act as orderlies for the admiral or captain and perform guard duty on the ship the same as on shore. "Recruits must be at least five feet four inches in height, between 21 and 35 years of age, weight at least 112 pounds, able to read and write, sound as to senses and limbs and of good habits. Pay of a recruit at present is \$15 per month. Clothing, ration, medicine and medical attendance are furnished in addition. Enlisted men receive the same pay and bounty for re-enlisting as those of like grades of infantry. Credit is given for previous service in the volunteer army and as re-enlistment in either army or marine corps within three months of honorable discharge entitles them to increased pay for continued service."

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