# THE SCRANTON TRIBUNE-TUESDAY, JANUARY 2, 1900.

**BAD COMPLEXIONS** 

**RED ROUGH HANDS** 

FALLING HAIR

J. E. Masters' men. m., 2 engines-C. Kingsley.

It Cures the Cough.

DR. JAMES'

CHERRY

TAR SYRUP

physician. Tested by years of use.

Pleasant to take-does

Last dose is the same

strength as the first.

The one safe, never

failing remedy for

every description.

LIVE NEWS OF THE

Don't Accept

coughs and colds of

At all Drug Stores. 25 cents a Bottle.

**INDUSTRIAL WORLD** 

RAILROADS BUILT DURING THE

YEAR 1899.

Greater Number of Miles Constructed

Than During Any Previous Year

Since 1890-Make Up of the D., L.

& w. Board for Today-Conference

of Mine Workers and Superintend-

ents Called for Next Tuesday.

Changes That Went Into Effect

Yesterday on Lehigh Valley Road.

More miles of new railroad were built

during 1899 than in any previous year

since 1890, when 5,670 miles of line were

completed. Since Jan. 1 last, no less

than 4,590 miles of track have been laid

in the United States on 312 lines in 44

states and territories. The Rallway

Age says: In Pennsylvania 189.65 miles

have been laid on 36 lines; in Ohio,

not settle in the bottle.

Made from the pre-scription of an old

## Conference Called. The following call has been issued by

the officers of the local Mine Workers' union for a conference to be held in this city one week from today:

Scranton, Pa., Dec. 28, 1859. To the superintendents of the various coal companies of No. 1 district, United Mine Workers of America, comprising the Lackawanna and Wyoming regions: We, the officials of No. 1 district, United Mine Workers of America, being commis-sioned by the miners of No. 1 district, United Mine Workers of America, in convention assembled, to request your com-panies to meet them in joint convention to impartially discuss and amicably ar-range the numerous grievances which exist among mine workers, do hereby no-tify you that a convention will be held at Guernsey's hall, in the city of Scranton on Tuesday, January 9, 1990, at 10 a. m., at which convention it is earaestly hoped it may be convenient for your representatives to attend.

The following questions will be considred:

Price of powder, two weeks' pay, dock-nge, a uniform scale of company hands' wages, weighing of coal, and the inaug-uration of a system of employment which shall give an equal earning opportunity to each employe, irrespective of creed,

Color or nationality. T. D. Nicholls, President. Frank Miller, Vice President. C. W. Baxter, Secretary-Treasurer. Executive Board-R. N. Courtright. John P. Kearney, Henry Collins, Thomas R. Brown, John D. Gwynn, Charles J. Thain, secretary pro tem., 55 Logan street, Wilkes-Barre.

# Lehigh Valley Changes.

Some important changes among the Lehigh Valley ticket agents of Wilkes-Barre went into effect yesterday. The city office and the office at the station, which heretofore have been under the one head, will be separated, and each will have its own agent. George Heller, who has had charge of both offices, has been appointed city ticket and passenger agent and will also have under his supervision all the offices between Tunkhannock and Nanticoke.

Harry F. Miller, who has been chief assistant agent at the station office the past fourteen years, has been appointed joint agent at the station office and will have full control of the business of the Lehigh Valley, Delaware and Hudson and Pennsylvania railroads at the

station. His chief assistant will be L. F. Mowrey, who has been in the station office the past nine years. Paul Creveling, of Berwick, will be the new night agent at the station, taking the place of Joseph Lloyd, whose resignation took effect yesterday and who has accepted a position in Pittsburg.

57.32 miles on eight lines; in West Virginia, 32.5 miles, on six lines. The figures cover tracklaying only May Build a New Line. and do not include a large amount of The officials of the Reading railroad, completed grade, on which track will scenting danger to their present valunot be laid until next spring. The only able connection with the Baltimore and states not represented in the figures Ohio railroad at Cherry Run, Md., by on construction are New Hampshire means of the Western Maryland from Rhode Island, Delaware, Nevada and Shippensburg, through the probable sale of that road to a syndicate that South Dakota. There are several lines under construction in South Dakota, might prove antagonistic, have taken The great agricultural state of Iowa, steps for an independent connection. With this end in view, Assistant Chief in which there has been little railway building for the ten years previous to 1899, stands at the head of the list with Engineer William Hunter has started out with a fully equipped corps of en-gineers to make the preliminary survey 582 miles of new road. The work in this state has been carried on almost for an entirely new line from the presexclusively in the interest of large sysent terminus of the Reading lines, at tems, such as the Chicago and North-Shippensburg, to a connection with the western, Illinois Central, Chicago, Mil-Baltimore and Ohio at or near the waukee and St. Paul, Minneapolis and present connection of the Western St. Louis, and Wabash. Minnesota comes next with 369 miles to her credit, Maryland at Cherry Run. Through its present connection at and a good share of the mileage in this Cherry Run with the Baltimore and state has likewise been built by the Chicago and Northwestern, although the Great Northern and Minneapolls extensions. Arkansas is next, with 279 miles of new road, over one-half of which has been built by the Choctow, Oklahoma and Gulf. While there have been large additions in the southern, northern and middlewestern states, the scene of greatest activity has been west of the Mississippi river, the twenty states so located in which new mileage is reported contributing 2,591 miles, considerably more than one-half of the total of the entire country. The notable fact about the work of the past year is that there has been comparatively little building by new companies, more than three-quarters of the new mileage having been built by or in the interest of existing lines. The Chicago and Northwestern has built 35712 miles, the Chicago. Mil-waukee and St. Paul. 98 miles, the Northern Pacific 95 miles in the United States and 29 miles in Canada, the Chicago, Rock Island and Pacific \$2 miles, the Atchison, Topeka and Santa Fe 160 miles, the Illinois Central 190 miles, the Burlington system 80 miles, the Louisville and Nashville 74 miles, the Seaboard Air Line over 100 miles, the Great Northern 74 miles and the Choctaw, Oklahoma and Gulf 162 miles, These are only a few instances, many other important systems having added less mileage. The longest continuous line built is the extension of the Choctaw, Okla-homa and Gulf, from Howe, I. T., to Little Rock, Ark., 162.4 miles, and the next longest line is the extension of the Illinois Central from Fort Dodge, 1a., to Omaha, 131 miles. The Minneapolis and St. Louis is building 133 miles from New Ulm, Minn., to Storm Lake, Ia., and most of the track has been laid. One of the lines built by the Chicago and Northwestern is 119 miles in length, from Burt, Ia., to Vesta, Minn. Incomplete returns from Canada and Mexico show 470 miles of new line in Canada and 255 miles in Mexico.

Ohio, by way of the Western Mary-land, the Reading has built up a very large western business, the loss of which would be a serious blow, especially to the rapidly increasing ex-port trade. The company has within the past year expended considerable sums of money in and about Shippensburg in getting rid of some heavy grades. The company's officials have also contemplated the elimination of

grades and curves on the Philadelphia, Harrisburg and Pittsburg branch, of which Shippensburg is the southern terminus, expecting thereby to still further expedite its business to and from the West over that line.

# THE MANILA TRIBUNE.

## Copies of It Received from Sergeant W. E. Bafter.

The Tribune has received through the courtesy of Sergeant W. E. Rafter, of this city, who is a member of the Eighteenth infantry, now doing duty in the Philippines, copies of the Manila Tribune, "an exponent of true Americanism." It is printed in Eng-lish and is modelled on American newspaper lines. It proudly boasts that it is the only paper in Manila, that employs a sketch artist. It has a carefully edited sporting department and a department for golf

which indicates that the popular Scotch game has obtained a firm foothold in Uncle Sam's far eastern possessions. The paper is evidently is-sued almost exclusively for the benefit of the Americans in Manila and the surrounding country, for it is made up largely of American news. There is less news about the military operations on the islands than will be found in any American daily.

Hood's Pills

IT'S AN

THE MOD IN HARDWARS STORE

INSULT #

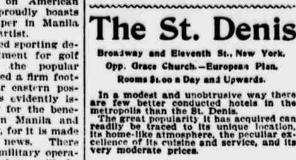
To your in-

something

"just as good." That kind of sub-stitution is not quite, but almost,

as bad as

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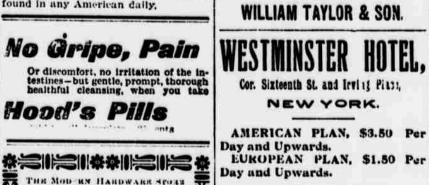


The most effective skin purifying and beautifying scap in the world, as well as purest and sweetest for toilet, bath, and nursery. It strikes at the cause of bad complexions, red, rough hands, falling hair, and baby blemishes, viz., the clogged, irritated, inflamed, overworked, or sing-gish PORES. Bold throughout the world. Porren D. AND C. Conp.

NEW YORK HOTELS.

Broniway and Eleventh St., New York, Opp. Grace Church.-European Plan.

In a modest and unobtrusive way there are few better conducted hotels in the metropolis than the St. Denis. The great popularity it has acquired can readily be traced to its unique location, its home-like atmosphere, the peculiar ex-cellence of its cuisine and service, and its very moderate prices.



I. D. CRAWFORD, Proprietor. \*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*

For Business Men In the heart of the wholesale district. telligence-any attempt to palm off For shoppers Ť s minutes' walk to Wanamakers; s minutes to Slegel Cooper's Big Store. Easy of access to the great Dry Goods Stores. For Sightseers

One block from B'way Cars, giv-ing easy transportation to all points of interest.

NEW YORK.

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SCRANTON'S SHOPPING CENTER.

# Winter Coats At Reduced Prices

And just at the right time when most needed.

At \$5.00--All Coats that were from \$6.00 to \$8.00. At \$7.50--All Coats that were from \$8.50 to \$11.00. At \$10.00--All Coats that were from \$11.50 to \$15.00. At \$12.50 -- All Coats that were from \$16.00 to \$18.00. At \$15.00 -- All Coats that were from \$18.50 to \$22.00. At \$20.00 -- All Coats that were from \$22.50 to \$30.0c.

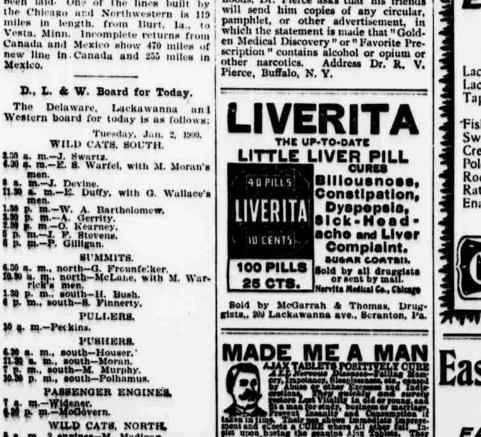
This offering constitutes nothing but the regular Connolly & Wallace stock of High-Grade Coats and Jackets of the present season.





Pierce's Golden Medical Discovery and "Pavorite Perscription" having been pub-lished by ignorant or unscrupulous per-sons, Dr. R. V. Pierce as president of the World's Dispensary Medical Associa-tion, Buffalo, N. Y., the manufacturers of his remedies, offers one thousand dollars for any bottle of these medicines which on analysis shall show the pres-ence either of alcohol or of opium, co-caine, or any other narcotic. Suits against the originators and pub-

Suits against the originators and pub-lishers of these false formulas have been instituted, and in order to effectually stop the publication of these malicious false-hoods, Dr. Pierce asks that his friends will send him copies of any circular, pamphlet, or other advertisement, in which the statement is made that "Gold-on Madian Direction of the statement of the statement of the statement is made that a statement is made that the statemen en Medical Discovery " or " Favorite Pre-scription " contains alcohol or opium or



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WILD CATS, NORTH. m. 2 engines-M. Madigan. m. 2 engines-R. Castner. m. 3 engines-R. Castner. m. 5 engines-A. Hill. 5. m. 5 engines-A. Mullin. p. m. 7 engines-M. J. O'Hara. m. 5 engines-T. Doudican. m. 5 engines-W. H. Nichols, w For sale in Scranton, Pa., by Matthews

WILD CATS. SOUTH.

men. p. m.-W. A. Bartholomew. p. m.-A. Gerrity. p. m.-O. Kearney.

SUMMITS.

PULLERS.

PUSHERS.

PASSENGER ENGINES.

m., south-Houser.' m., south-Moran. , south-M. Murphy. m., south-Polhamus.

m.-Widener. m.-MoGovern.

m.-J. F. Stevens. m.-P. Gilligan.

10 a. m.-Peckins.