THE SCRANTON TRIBUNE-TUESDAY, FEBRUARY 6, 1900.

ship are lost.

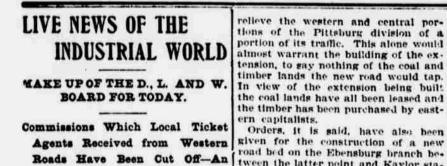


Made from pure grape cream of tartar, most healthful of all fruit acids.

Assures light, sweet, pure and wholesome food.

Housekeepers must exercise care in buying baking powders, to avoid alum. Alum powders are sold cheap to catch the unwary, but alum is a poi-son, and its use in food seriously injures health.

TALING FOWDER CO., 100 WILLIAM ST.,"NEW YORK.



relieve the western and central porcompany recently from Ira C. Wright tions of the Pittsburg division of a man, the inventor, of Norwich, N. Y. portion of its traffic. This alone would who received 50 per cent. from the full amount at which the company is capitension, to say nothing of the coal and timber lands the new road would tap. talized, viz., \$250,000. TRAGEDIES OF THE SEA. the coal lands have all been leased and the timber has been purchased by east-

Ships That Have Never Been Heard From Since They Sailed. From the Philadelphia Press. Recent calamities at sea have turned

days before sailing with Commodore Decatur for the Mediterranean, and by Lieutenant Drury and Lieutenant Yarnell, who had fought with Perry in the battle of Lake Erie. Just before this brig put out to sea Ensign Josiah Tattnell, a watch officer aboard of her, induced an officer on one of the other ships to change places with him. as he wanted to remain where there was a chance of fighting. A few days out the Epervier passed the Straits of Gibraltar and signaled "All well on board." Since then she has not been heard from. It is interesting to know that Ensign Tattnell, who escaped the fate of his comrades, lived to command the ram Merrimac, of the Con-federate navy.



Electric Road to Be Constructed in China-Reading Company Making Surveys for a Belt Line Around the City of Reading-Some Companies Recently Organized.

Following is the make-up of the Delaware, Lackawanna and Western board for today:

Tuesday, Feb. 6, 1900. WILD CATS, SOUTH. m.-O. Miller. m.-J. Burkhart. m.-P. Cavanaugh, with S. Finertu's 3 a. m.-P. Cavanaugn, with S. Fillerit's men.
1 a. m.-W. F. Mann.
(a. m.-John Gahagan.
(a. m.-J. Swariz.
1 p. m.-J. Bush.
1 p. m.-J. Bush.
3 p. m.-A. Gerrity.
4.45 p. m.-J. Gerrity.
4.45 p. m.-T. McCarthy, with G. Wallace's men.

lace's men.

SUMMITS. 6.30 a. m., north-G. Frour felker. 11 a. m., north-McLane, with Warrick'

11 a. m., south-H. Bush. 5 p. m., south-M. Madigan

PULLER. 10 a. m.-Peckins.

PUSHERS.

\$ a. m., south-O. Barrett. 11.30 a. m., south-M. Moran, 7 p. m., south-M. Murphy. 19 p. m., south-C. Cawley.

PASSENGER ENGINE 6.30 p. m.-McGovern.

WILD CATS. NORTH. 9 a. m., 2 engines-J. E. Master. 11 a. m., 2 engines-T. Doudlean, 1 p. m., 2 engines-R. Castner. 6 p. m., 2 engines-C. Kingstey.

Commissions Cut Of.

The ticket agents of all the railroads in this part of the state are much exercised over the fact that western railroads have discontinued the practice of paying commissions on tickets over their roads sold by eastern passenger agents. The effect is to greatly reduce the salaries of ticket agents, as their pay was to an extent regulated on the theory that a certain amount of commissions would each month find its way into the pockets of the agents.

The shutting off of these commissions has been a sad blow to the ticket sellers, since it leaves many of them with agre salaries. Not a few agents in this part of the state received from \$50 to \$100 each month on western business.

Pennsylvania Extension.

It is said that the Pennsylvania Railroad company intends to make a number of improvements in Cambria county, and Cambria division is to be extended. For the past two months the engineering corps of the company has been spending considerable time in the vicinity of Vintondale. The line which the present survey will take will not he over eighteen miles in length, and it is a positive fact that a one per cent. grade can be gotten between these points. It is also noticeable that the new road will not contain many curves and for quite a considerable distance after leaving Vintendale the new road keeps on the right side of the Black Lick creek.

The importance of the new road to the Pennsylvania Railroad company is that it will, it is said, shorten the distanco between Altoona and Pittsburg almost thirty miles. It would open a

. .

ween the latter point and Kaylor station, with a view of straightening some of the curves which cause so many trifling wrecks and so much detention to freight traffic over this five-milstretch of road.

Secured More Terminals.

The Northern Pacific railroad has bought from Standard Oil interests the western section of the Everett and Monte Cristo railroad and its terminals n Everett, Wash. It is important, as the Northern Pacific is expected to build up Everett and will come into direct competition at that point with the Great Northern.

The Everett and Monte Cristo (western section) extends from Snohomish to Everett and is about eight miles long. The terminals are extensive. The reason the Northern Pacific bought the road is to obtain more terminals for a growing Pacific coast business.

Electric Road in China.

Chrys Moller, formerly interested in a cable line in Sioux City, has returned o America for the purpose of getting the equipment for an electric railway to connect the foreign quarter of Tien Tsin, China, with the native walled city of 1,000,000 inhabitants. English and Japanese capitalists have secured the franchise, which is the first for an electric railway in the Flowery Kingdom. The railway will be three miles in length, and the street along which it will run is one of the most densely populated in the world.

This and That.

A stock company is now under way for the manufacturing of a patent safety elevator, invented recently by J. H. Moon, of Portland, Oregon.

The Reading is pushing forward the work of making the preliminary survey for the proposed belt line around the city of Reading as rapidly as possible

The Buffalo-Rochester Electric Power and Auto company, of Buffalo, N. Y., was recently organized, with a capital of \$5,000,000, for the purpose of purchasing patents, which will comprise electric or other motors applicable to automobiles.

Edmund D. Bronner has been appointed superintendent of motive power of the Michigan Central railroad, succeeding Robert Miller, resigned. Mr. Bronner resigns the position of master car builder of the Michigan Central to accept his new office.

The Electro-Magnetic Engine company, of Philadelphia, recently pur-chased a patent from P. B. Watson, the inventor thereof, residing in Philadelphia, who has received 51 per cent, of the stock, at which the company has capitalized, viz., \$50,000.

The Automobile Manufacturing company, of New York, recently organize 1 with a capital of \$100,000, par value \$10 per share, purchased a patent electric motor from M. P. Gillette, the inventor. He received 51 per cent. of the above amount, at which the company was capitalized.

It is officially stated that the New Haven railroad has paid off, substantially out of net earnings, \$225,000 first mortgage seven per cent, bonds, and \$450,000 six per cent. mortgage certifi-cates of the Derby division, both due February 1. This will effect a saving annually in fixed charges of \$44,550.

The Search Light Acetylene Gas Machine company, of Binghamton, applied for their charter recently. This patent short line across the mountains and was purchased by the above named

on strongly to the even fascinating story of the ship that never returns. Yet the truth is that by water is as sate, if not travel safer, than by land, as one sees by

Bollers, Hoisting and Pumping Machinery Hood's Pills And you'll be all right in then

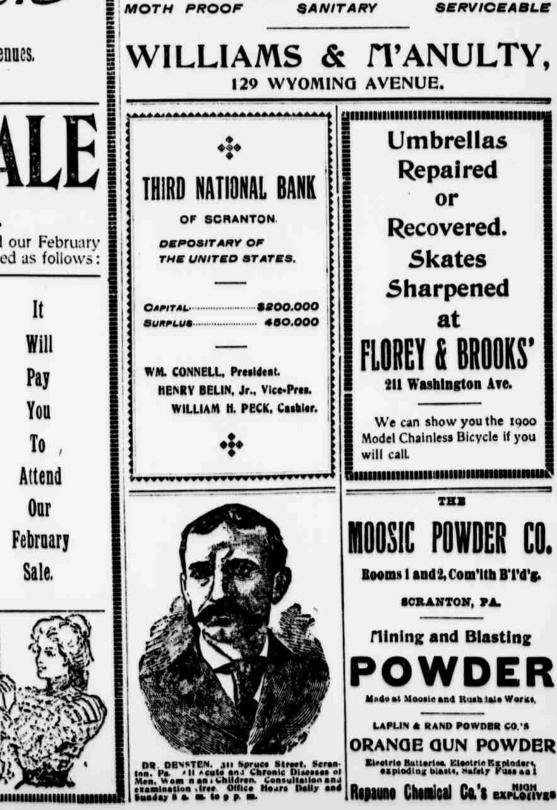
Tonight



66

66

.42



Have you seen our new arrivals in

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Straw Mattings

and Japan-made of grass that is fresh

aud strong-firmly woven-all the

graceful, eccentric patterns and clear,

bright, clean colors that give such

charm to these goods from strange

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All this season's goods at prices within the reach of all.

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