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Absolutely Pure

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 poison, and its use in food seriously injures health.

ROYAL BAKING POWDER CO., 100 WILLIAM ST., NEW YORK.

LIVE NEWS OF THE INDUSTRIAL WORLD

MAKE UP OF THE D. L. AND W. BOARD FOR TODAY.

Commissions Which Local Ticket Agents Received from Western Roads Have Been Cut Off—An 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:

- WILD CATS, SOUTH.
- 1 a. m.—O. Miller.
 - 2 a. m.—J. Burkhardt.
 - 3 a. m.—P. Cavanaugh, with S. Finetti's men.
 - 4 a. m.—W. F. Mann.
 - 5 a. m.—John Gahagan.
 - 6 a. m.—A. Widener.
 - 7 a. m.—J. Swartz.
 - 8 a. m.—J. Bush.
 - 9 a. m.—J. Brock.
 - 10 a. m.—A. Gerrity.
 - 11 a. m.—J. Gerrity.
 - 12 p. m.—T. McCarthy, with G. Wallace's men.

- SUMMITS.
- 6:30 a. m., north—J. E. Master.
 - 11 a. m., north—McLain, with Warrick's men.
 - 11 a. m., south—H. Fush.
 - 6 p. m., south—M. Madigan.

- PULLER.
- 10 a. m.—Peckins.

- PUSHERS.
- 5 a. m., south—O. Barrett.
 - 11:30 a. m., south—M. Moran.
 - 7 p. m., south—M. Murphy.
 - 10 p. m., south—C. Cawley.

- PASSENGER ENGINES.
- 6:30 p. m.—McGovern.

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

Commissions Cut Off.
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 meagre 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 be 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 Vintondale 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 distance between Altoona and Pittsburgh almost thirty miles. It would open a short line across the mountains and

relieve the western and central portions of the Pittsburgh division of a portion of its traffic. This alone would almost warrant the building of the extension, to say nothing of the coal and timber lands the new road would tap. In view of the extension being built the coal lands have all been leased and the timber has been purchased by eastern capitalists.

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 in 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.

Electric Road in China.
Chrys Moller, formerly interested in a cable in Sioux City, has returned to 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.

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 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 purchased 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.

company recently from Ira C. Wrightman, the inventor, of Norwich, N. Y., who received 50 per cent. from the full amount at which the company is capitalized, viz., \$250,000.

TRAGEDIES OF THE SEA.

Ships That Have Never Been Heard From Since They Sailed.
From the Philadelphia Press.
Recent calamities at sea have turned public attention strongly to the ever-fascinating story of the ship that never returns. Yet the truth is that travel by water is as safe, if not safer, than by land, as one sees by

comparing the number of accidents, and it is seldom that all traces of a ship are lost.

In the list, however, of the United States men-of-war that the ominous words "Never heard from" are written against are the names of six vessels.

The first of these was the namesake of Pennsylvania's schoolship, the eighteen-gun frigate Saratoga, one of the few vessels which belonged to the colonies during the Revolution. After the treaty of peace was signed she sailed away from this port and disappeared forever from all human knowledge. No signs of her wreckage were ever found. She probably foundered in a storm and went down with all on board.

On July 14, 1800, the thirty-six-gun frigate Insurgent, Captain Patrick Fletcher, sailed out between the Chesapeake Capes and was never seen or heard of more. She was a prize taken from France by the Constellation, under Captain Truxton, in 1798, after a hard-fought battle off the island of Nevis, East Indies. In August of the same year the fourteen-gun brig Pickering, under Captain Benjamin Hillar, was last seen at Guadaloupe. It is supposed that she went down in a gale. She was a merchant vessel, poorly adapted for naval service, and her guns were too heavy for her tonnage.

The next of our vessels to vanish was known as Gunboat No. 7, Lieutenant Agosic commanding her, and she put out from New York on May 14, 1805, to re-enforce our squadron in the Mediterranean during the war with Tripoli. When a short distance out of port her mast was sprung, and she returned to New York for repairs.

One of the greatest tragedies of our navy, however, was the loss of the Wasp. Within five months during the war of 1812 this boat had taken fifteen English merchantmen and fought many a good fight against British men-of-war of greater size and strength. On October 1, 1814, she halted the Swedish bark Adonis, and took on board two of the surviving officers of the old gunboat Essex, destroyed in Valparaiso harbor. After that she was never heard from again.

The last of our vessels of which we lost all trace was the Epervier. When Commodore Decatur, in 1815, dictated to the Dey of Algiers the terms of a treaty with the United States, Lieutenant John Subrick was dispatched to Washington with a copy for the approval of our government. The brig Epervier was detailed for his transportation, and he was accompanied by Captain Lewis and Lieutenant Nell, who had married sisters a few 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 Confederate navy.

Connolly and Wallace

SCRANTON'S SHOPPING CENTER.

The really lowest prices known to Scranton are now marked on our

Ladies' Winter Jackets

What's the use of saying another word? Not a bit—and we won't.

- At \$2.50 All Jackets that were from \$6.00 to \$10.00.
- At \$5.00 All Jackets that were from \$11.00 to \$15.00.
- At \$7.50 All Jackets that were from \$16.50 to \$20.00.
- At \$10.00 All Jackets that were from \$22.00 to \$30.00.

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If you are within reach of our call we want you to inspect our new arrivals in

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Our own importations from China and Japan—made of grass that is fresh and strong—firmly woven—all the graceful, eccentric patterns and clear, bright, clean colors that give such charm to these goods from strange lands. All this season's goods at prices within the reach of all. Have you seen our new arrivals in

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Big Bargains in All Kinds of Shoes.

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	3.50 " " 2.95	
	3.00 " " 2.60	
	2.50 " " 2.10	
	2.00 " " 1.65	
	1.50 " " 1.35	
	1.25 " " 1.10	
	1.00 " " .90	
	.90 " " .75	
	.75 " " .60	
	.50 " " .42	

The Newark Shoe Store

Corner Lackawanna and Wyoming Avenues.

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DEPOSITORY OF THE UNITED STATES.
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Mining and Blasting POWDER
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