LIVE NEWS OF THE

REVIEW OF CHANGES MADE ON THE LACKAWANNA.

What Has Been Done During the Year in the Way of Organizing the Road in Accordance with Modern Ideas-Make-up of the D., L. & W. Board for Today-Experiment Lehigh Valley Is Making with a View to Using Wires for Telegraphing and Telephoning.

"The superseding of an old-fashioned railway management with a thoroughly modern and up-to-date staff has never been conducted under more striking results than on the Delaware. Lackawanna and Western. Railroad managers, commuters and investors have watched with unusual interest for the tangible results which were promised from recent sweeping changes in office force and executive methods," say the New York Evening Post. "Last week's statement of earnings, presently to be supplemented by more complete details of the annual report, will partly, though not wholly, satisfy this curiosity.

The figures for the year make a remarkable showing of profits, the balances over fixed charges being in excess of 18 per cent, on the capital stock, as against a little over 5 per cent. in 1898. As the gross railroad earnings were reported as decreasing by \$843,000 the enhancement in net earning power is attributable to reductions in the expense and to gains in the revenue other than from transportation, chiefly the improvement in the coal department returns, which were \$904,000, against a deficit of \$1,-726,100 in 1898. The showing as to savings effected in the operation of the railroad is quite exceptional, being \$2,-025,000 in transportation alone. This, moreover, has occurred despite a materially enlarged volume of traffic carrially enlarged volume of traffic carried, the increase in the coal business being 62% million tons carried per mile, or 6.73 per cent. A saving of over \$2.000,000 was an impressive result of the working out of the plans for the new management for the rehabilitation men.

Donnell's men.

a. m.—J. Devine.

4.30 m. m.—G. Hill.

6 a. m.—E. Van Fleit.

10 a. m.—A. G. Hammitt, with James Gahagan's men.

1 p. m.—H. Bisbing, with F. E. Secor's men. new management for the rehabilitation of the property.

CHANGE OF METHODS.

"But the apparent significance when 4.45 only the figures were at hand, without any explanation as to the means by which the results were brought about, will be a good deal altered by the explanatory text of the full re- 1 p. m., south-H. Bush. port. A good part of the apparent reductions in expenses are assigned by President Truesdale to changes in the methods of accounting. The comparisons of earnings are also effected in the same way. Thus, one of the seemingly noteworthy features of the report, a decrease of nearly half a million dollars in receipts for transportation of coal, despite a larger amount carried, is, as has been already pointed out, attributable to the fact that credit was taken in other years for earnings on coal carried for the company's own

"One of the largest decreases in the expense account, the cost of locomotive fuel, is not so much due to a mine, at Dunmore, for twenty-five change in operating methods as it is years, has resigned his position and to change in plan of charging for the coal consumed by the company's engines. Some general idea of the portion of the saving attributable to this change, and the proportion brought about by the readadjustment and reduction of the train mileage, as related to the traffic, might be arrived at if Summit. The appointment took effect comparisons of the train statistics were possible. These figures, however, are now given for the first time in the company's annual reports. No comparisons are made, because as the present officials find it necessary to state in a foot-note to the statistics. the train mileage and train-mile earnings prior to July 1, 1899, were incomplete and inaccurate. Such a statement is a sufficient commentary on the manner in which this part of the company's affairs were conducted.

AFFECT THE PAY ROLL. "Lack of such comparisons is unfor

tunate, not only because these arrangements directly affect the pay-roll of engine and trainmen, and the revision of this pay-roll account has been one of the large problems undertaken by the new management. Engine and trainmen are usually paid a specified sum for each mile run by these trains; that system has been put into force on the Lackawanna in recent months, but formerly these employes were paid by the month and the Sunday suspension of traffic gave many of them a weekly holiday. Change from this plan to the mileage basis may not have brought a reduction in the aggregate expenditures for such labor, but it has brought about a considerable direct economy, nevertheless, in that a very much larger amount of work is now being done for the same expenditure of wages. In other departments of the company's service it has been possible to effect considerable economies in the cost of labor by the reduction of too large forces. The full results of this. however, will be a matter of the

"The changes in this company's income account in the past year, there-fore, favorable and creditable as they are to the policy of the new management, are modified in significance by



special circumstances and new methods of doing business to meet the presen INDUSTRIAL WORLD day requirements, demands time to develop its full effect. Changes must be gradually introduced, and a year is a short time in working out such a problem. Other New York roads have had to undergo in late years, in more or less degree, the infusion of new ideas and new methods in their operating methods, notably the Long Isl-and and New York Central; but in each case the full result of the economies brought about did not become noticeable until the first year under the new methods. This consideration makes the savings reported in the Delaware, Lackawanna and Western's preliminary annual report, over \$2,000,-000 in the railroad service, and appar ently as much or more in the coal de partment, seem specially noteworthy.

SAVINGS MADE.

"It may be mentioned, for instance, that the savings which are relative but not direct, aimed at in the changing the basis of computing wages for engine and train men, though in force several months, can only recently have appeared on the books. The loading of engines by capacity, instead of by number of cars, is only beginning to show the improvement expected. A new ticket system has contributed to increase the passenger revenues, and such instances of the reforms being worked out might be multiplied.

"The first need of the company has been, perhaps, heavy new locomotives, and orders for a large number were placed last year; yet when delivered hey can only be used on certain portions of the system, pending the strengthening of the roadway and of he bridges on other sections. The real meaning of the change in Lackawanna's management should, therefore, appear in the present year's results to a more noticeable extent than in those of 1899."

D., L. & W. Board for Today. Following is the make-up of the Delaware, Lackawanna and Western board for today:

WILD CATS, SOUTH. 1 a. m.-E. McAllister, with A. J. Mc-Donnell's men.

men.

2 p. m.—B. Bennett.

3.59 p. m.—J. Mosier, with C. Bartholomew's mcn.

4.45 p. m.—James McCann.

4.45 p. m.—O. Case, with H. T. Fellows'

SUMMITS. 6.45 a. m., north-G. Frounfelker. 10 a. m., south-McLane, with Warrick's

PULLER.

10 a. m.-Peckins. PUSHERS. ' 8 a. m., south-Houser. 11.30 a. m., south-M. Moran. 7 p. m., south-M. Murphy. 10 p. m., south-C. Cawley.

PASSENGER ENGINE. 6.30 p. m.-M. Magovern. WILD CATS, NORTH, n. m., 2 engines—T. Fitzpatrick, p. m., 2 engines—R. Castner, p. m., 2 engines—J. E. Masters,

This and That.

P. H. Mongan, who has been foreman at the A. D. & F. M. Spencer signation went int terday. He retires from active life.

Thomas F. Carroll, who has been clerk in Superintendent Salisbury's office at the Lackawanna avenue station, has been promoted to the position of coal billing clerk at Clark's yesterday.

The Lehigh telegraph department is trying out a new system, and, if successful, there will be direct communication by telegraph and telephone be tween Bethlehem and the main office in New York over the same wires. The result is awaited with much interest as it is a theory often suggested, but has never been tested by actual practice. If successful it will save thousands of dollars for the company. Two wires will be used, running along on the same poles, and at each terminal a transportation is made from one wire to the other, so as to kill the induction

WILKES-BARRE'S POSTMASTER. Was Chairman of Republican County Committee Last Fall.

Byron G. Hahn, who has been named for pastmaster of Wilkes-Barre, to succeed Acting Postmaster D. A. Fell, was chairman of the Republican county committee in Luzerne last fall.

When Mr. Hahn first applied for the postmastership he was not a resident of Wilkes-Barre and his opponents urged this as a reason why his name should not be considered. Mr. Hahn promptly overcame this objection by taking up his residence in the city Mr. Hahn's success was not achieved without a hard struggle. Opposed to him were the respective forces of George J. Llewellyn, C. B. Metzgar and James Bowman, each of whom sent delegates to Washington.

D. A. Fell, who has been acting postmaster since the removal of E. F. Bogart, has given general satisfaction, and it was believed until quite recently that he would not be disturbed. But when Mr. Fell announced that he did not want to jeopardize his law practice by remaining in office, the scramble for the place commenced in earnest, with Hahn finally winning out.

Bryon G. riahn is the son of United States Commissioner Gustave Hahn. and was born in Wilkes-Barre in 1865. He attended the grammar schools and Harry Hillman academy. Graduating from the later he entered Lafayette ollege and graduated with the class of 1890. He then entered the office of H. A. Fuller, under whom he studied law. He was admitted to the bar in March, 1893, and has since practiced that profession. Previous to his appointment he was stamp deputy under Internal Revenue Collector Penman.

The Best of All.

Of the many pretty calendars for the "LITTLE SWEETHEARTS" ART CALENDAR is the best for the Its bright, pretty children's will cheer and gladden any household. There are six beautiful groups, in water-color designs,by Fran-ces Brundage, the famous painter of children, bound together at top with silk ribbon, making a most artistic collection. This calendar is sent free to all subscribers to Frank Leslie's Hopular Monthly for 1900, together with the November and December numbers, 1899, or the January and February issues, 1900. PRANK LES-LIE PUBLISHING HOUSE, 141-143

MR. SCRANTON'S SIDE OF LIGHT QUESTION

POSITION WITH REFERENCE TO CITY CONTRACT.

Electric City Light, Heat and Power Company Has Not Made an Application for a Charter and He Does Not See How a Corporation Which Does Not Exist Can Make a Legal Bid-Treatment the City Has Received from His Company Has Always Been Considerate.

The following statement has been made public by W. W. Scranton, president of the Scranton Electric Light and Heat company:

So many absurd and contradictory rumors are affoat concerning the bid of this company in response to the city's advertisement for a ten year street lighting contract that I ask leave to state our position.

First—We hold that, ample time hav-

First—We hold that, ample time having been given by the city for responses to its advertisement, and two bids only having been received, the city is bound, in ordinary commercial decency, to accept one or the other of those bids. If one of those bids comes from a company, which at the time did not exist and never had existed, that bid should be thrown out. Inquiry of Mr. W. W. Griest, secretary of the commonwealth, shows that as late as yesterday no charter had ever been granted to the so-called "Electric City Light, Heat and Power company," nor was there application for any such charter on file. Exactly how a corporation which does not exist can make a legal bid I do not see. For that reason, if for no other, the contract should be given to the only responsible company bidding; that is to say, to the Scranton Electric Light and Heat company.

and Heat company.

Second—Outside of the above consideration, we believe that a plain recital of facts concerning our company will convince any fair man that it is to the convince any fair man that it is to the interest of the city to accept our bid. In 1887 the city, desiring its streets lighted by electricity but not having the money to build the necessary plant, the city authorities, as well as prominent citizens of that day, united in urging the interests represented in the Gas and Water company to take up the work, if not for profit, yet as a matter of public spirit and city pride. In that of public spirit and city pride. In that spirit alone we went into the matter. While we never expected to make much money by it, we did expect, and thought we were justified in expecting, fair treatment.

PUBLIC WAS PLEASED. When the work was done and the city lighted, the public of that day was pleased and the compliments and praise we received were endiess, and, in spite of all that has been said, our service today is equally good. We spent over \$300,000 in building a plant of the most substantial character, and, having, in what was perhaps a spirit of quixotism, resolved to show that a city could be served by a private company more cheaply than it could be by itself, we charged only the actual cost of lighting, or twenty-five cents a light pernight, at a time when other companies were getting forty, fifty and even seventy-five cents and more a light. In March, 1884, feeling we had done all that could be reasonably asked of us, we offered the plant to the city at less than cost, an offer, by the way, we received were endless, and, in spite less than cost, an offer, by the way, which never had even the poor,honor of consideration by the councils. Later, as costs diminished, we voluntarily reduced our rates from twenty-five cents to twenty-three cents, to twenty-two cents, and finally to twenty cents. During the twelve years since starting, the company has never paid a dividend, and the city has had its lights at, prac-

and the city has had its lights at, practically, cost. I have no hesitation in saying that if there ever was an instance in which the public has been faithfully, honestly and economically served, it has been so by us.

For the last two weeks the Scrantonian has devoted itself to attacking us. It has ransacked the country from Maine to California for instances of cheap lighting. Yet out of 172 private cheap lighting. Yet out of 172 private companies, it can only instance fourteen, of equal candle power and run-ning all night as we do, whose prices are any lower than ours. Some are nearly double, and the average, even including those run only till midnight, or even by moonlight schedule, is far

The real truth is that, so far as we are concerned, there is not enough profit in a twenty cent contract to insure us against the damages incident to a live wire accident. Does all this look as though we had been trying to ing on every floor. In recommending "rob" the city? Yet the new contract is more exacting than the old. At pres- der truck, which the estimates commitent, if a light goes out, we are docked only the time it is out. But, under the proposed new contract, if, by any trilling accident at the works, such as a hot crank pin, one, two or three circuits of sixty lights each go out for a moment, the contractor is to lose the price of all those lamps for the entire

NUMBER OF CITY LAMPS.

Out of our \$00 lamps, 607 are city street lights. Of the \$300,000 which our plant has cost, more than two-thirds has been spent for the city, at the solicitation of the city, for city service. In view of all these facts. I ask every fair-minded man whether it is equit-able in the city, by rejecting our bid, to put us to a loss of over \$200,000, thus virtually ruining a plant built expressiy to serve the city. We have always treated the city fairly, we have given it honest and low priced service; we have voluntarily reduced prices again and again, and we defy any man to name an instance in which we have treated the city in a petty or picayune spirit. I think we are entitled to fair treatment in return. We want nothing but what is right and for the city's but what is right and for the city's interest, and we ask no councilman to vote for our bid unless he honestly thinks it for the city's interest. If, however, any councilman thinks it for however, any councilman thinks it for the future interest of Scranton to de-stroy an industry which the city itself called into being, or that such confis-cating action will make it easier for the city to obtain future contracts at low prices, then let him vote against us. The time will quickly come when he, and the city also, will have cause to regret his vote.

us. The time will quickly come when he, and the city also, will have cause to regret his vote.

I have been asked to explain our "threat" to shut off the city lights in case our bid was not accepted. We have made no such threat nor any other threat. We have merely alluded to the well-known fact that, having had no contract with the city for several years, we have simply been supplying the city by the year at prices named. This year ends March 31. If, after having named a price at which we will supply the city with light, in response to the city's advertisement, the city rejects our offer and gives its work to another concern, it is difficult to see how, after our year has expired, we are in any way bound to furnish lights further. To suppose any such nonsense would be to assume that, in case we should receive an offer for so much of our plant as was not needed for commercial purposes, and the buyer

Tonight

Just before retiring, if your liver is sluggish, out of tune and you feel dull, billous, constipated, take a dose of Hood's Pills

should want to remove his purchase, we could not let it go, but must con-tinue to supply the city lights and lose our sale. W. W. Scranton, President. Scranton Electric Light and Heat

company. ARCHITECT EXPECTED. Will Confer with the Park

Commissioners. Architect Edgerton, of Philadelphia, ments to be made in Nay Aug park, is expected to arrive in this city the be-ginning of next week, and will have a conference with the park commission-ers regarding the work to be done there

Commissioner Bedford stated, in conversation with a Tribune man yesterday, that the first thing which would be done would be the improvement of the park at the southerly end, near where the menagerie is now located. It has not yet been decided whether or not the swimming pool will be built at nce, though many are of the opinion that it is the most necessary improve-

CHIEF WALKER'S REPORT

It Tells of the Condition of the Department When He Assumed Charge and Its Nezds.

Chief Walker's first annual report was read last evening in select council and, though rather long, is interesting throughout.

In beginning his report the chief refers to what he terms "the deplorable condition of the department" when he came into office, the apparatus going to decay, harness going to pieces, etc., and states that he has been able to repair this condition of affairs to a certain extent.

After giving in detail the organization of the department, etc., the chief takes up the question of hose, pointing out that to the hose more than on almost anything else depends the success of any fire department. There now, according to the report, 7000 feet of good hose in the city and nearly 3,000 feet of bad hose.

The chief advocates the erection of more drying towers and says that "hose can be made to last just twice as long if it is properly washed and dried." There is now 2,500 feet of good hose in the central city, where on June 1, 1899, there was only 900 feet The report gives a detailed account of the extensive repairs made to the various hose and engine houses during the year, after which reference is made to the large number of new hydrants placed during the year. Referring to the permanent men, the chief says the discipline among them was very good, except in a few instances. He advocates the furtherance of some legislation that will give the paid men of the department one day off our of every ten, that they may mine'e with their families. He also broaches the subject of more remuneration for them. The number of alarms responded to during the year was as follows: Bell alarms, 69; second alarms, 10; third alarms, 2; general alarms, 2; still alarms, 38; false alarms, 5; test alarms, 4: total number of alarms, 250. The loss to property destroyed by fire was \$105,619.06 and on this there was

\$1,230,450 of insurance. The following list of the various causes of fires, which is contained in the list, is specially interesting: Crossed wire, 1: curtain coming in contact with lighted gas, 2: rubbish, 10 incendiary, 4; overheated stove, 14; electric wires, 15; defective flue 35; explosion of oil stove, 1: manure pile, 1; carelessly throwing lighted matches, 1; unknown, \$1; thawing frozen pipes, 2; smouldering ruins, 4: careless plumber, 1; conflagrations, 2; gas explosion, 1; children handling matches, 9; lamp explosion, 9; escaping gas, 4; hot ashes, 4: spark from locomotive, 4: lamp upsetting, 1: fireworks, 3: lightning, 2: burning tar, 1: overheated furnace, 1: spontaneous combustion, 2: hot grease upsetting, 1; burning candle, 1.

In the line of recommendations the hief suggests first that an ordinance be passed compelling the owners of buildings over four stories high to put in a stand pipe at least four inches thick in such buildings with an open der truck, which the estimates committee chopped out, the chief refers to the fact that the present truck is not only unsafe, but entirely inadequate, the longest ladder being only 65 feet long. It could be repaired and remodelled. he says, for not less than \$2,400, whereas a new truck will cost only \$4,000. He recommends the cutting down of the present truck and its removal to North Scranton, providing the new one is purchased. He states that the following pieces of apparatus must be repaired immediately: Eagles, Franklins. Liberty, Cumberlands and William Connell's.

In conclusion the chief calls the attention of the councils to the necessity of purchasing the fire alarm system

The Dickson Manufacturing Co. teranton and Wilker-Barra Pa.

LOCOMOTIVES, STATIONARY ENGINES Bollers. Hoisting and Pumping Machinery. General Office, Scranton, Pa.

Connolly Wallace

SCRANTON'S SHOPPING CENTER.

Friday, March 2, 1900,

Store News of Importance

A Cotton Dress Goods Paradox. Cotton prices are advancing sharply. Almost every day a notice comes

of "No more goods at old prices." As to Cotton Dress Goods, however, we can answer almost in the same, but to announce a reduction, not an increase. For advancing prices have no terrors for us-our contracts are made. Besides, an advancing season counteracts some of the trade conditions, and to stores wi h power come opportunities like these:

At 5c yard, regularly Sc, Everett Classic Dress Ginghams in a large variety of neat checks and stripes: colors fast.

At 7c yard, regularly 10c, Printed Dimities in stripes and designs on various colored grounds.

At 8c yard, regularly 10c, Checked and Plaid India Linous in white. The cloth is fine and strong, the patterns clear and

At 14c ya:d. or \$1.50 for a piece of 12 yards, our Famous Imperial Long Cloth in the fine smooth chamois finish, unequalled for fine sewing,

At 121/2c, regularly 15c, Fine Printed Dimities in a great varieties of stripes, figures and floral designs. Copies of Belfast goods at half their cost.

At 8c, regularly 10c, Good Heavy Fleeced Outing Flannels in an unlimited assortment of neat stripes and checks in the strong fast colors.

At 10c yard, Bates' Seersuckers-Fine Domestic Ginghams, an elaborate assortment of styles and the best of the present season's production.

At 121/2c, regularly 20c, Victoria Lawns, 40 inches wide, in short lengths of from I yard to 5 yards; very special value.

At 10c yard. regularly 14c, Famous New York Mills Bleached Muslin, in couvenient small pieces of from 5 yards to 20, sold only by the piece.

At 18c, regularly 25c, Printed French Percales, 36 in. in width. The cloth is very fine, the patterns neat, the colors fast.

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Coal of the best quality for Comestic use and of all sizes, including Buckwheat and Birdseye, delivered in any part of the city, at the lowest price.
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SMYRNA RUGS-9 It. X12 ft., reversible and all wool. \$25.00. worth \$35.00. HAND-MADE TOKIO RUGS-9x12 ft., \$15.00, worth \$22.50. Complete line, all grades and sizes.

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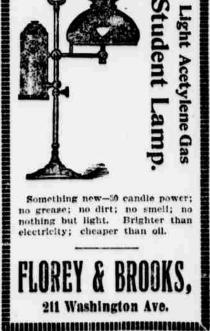
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