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

LIVE NEWS OF THE INDUSTRIAL WORLD

T. S. LLOYD WILL ARRIVE HERE TODAY.

He Was in New York Yesterday Attending a Meeting of the Superintendents—Make-up of the D., L. & W. Board—Engines That Are Being Shipped by the Baldwin People for Use in China—Morris Rothenmel Succeeds R. W. Kellow.

T. S. Lloyd, the new superintendent of motive power of the Lackawanna system, did not take charge of affairs in this city yesterday as expected, owing to his presence in New York at a meeting of the various division and local superintendents. The meeting was the regular monthly conference, and was called for the purpose of introducing Mr. Lloyd to the heads of departments. He will reach this city today and enter upon his duties. Among the officials who attended the conference yesterday were: Division Superintendent A. C. Salsbury, Superintendent of Transportation J. M. Daly, A. H. Schwarz, superintendent of Syracuse division; Robert Dudgeon, superintendent of Buffalo division; R. Dupuy, superintendent of Hoboken division; Trainmaster J. G. Sickles, of Hoboken; Master Car Builder L. T. Canfield and Superintendent of Motive Power T. S. Lloyd. Superintendent Fitzgibbon retired from active service last Saturday, but will remain in the city a few days to acquaint Mr. Lloyd with his new duties.

Engines for China.

On April 1 one of the largest shipments of locomotives that has ever crossed the ocean will start from Philadelphia on the Dutch steamer Wilhelmina. This cargo will complete the order for engines placed with the Baldwin locomotive works last April by the Chinese Eastern Railway company. The contract was for 71 locomotives, to be finished within a year, and the last one of these is now ready for delivery.

The steamer is the same that carried the first shipment of 40 locomotives to the Siberian coast some months ago. At that time she was an English craft known as the Paritan. Since then she has been purchased by a Dutch company, and now sails under the flag of Holland as the Wilhelmina.

The entire 71 locomotives are of one pattern, and weigh 65½ tons each. The total cost of these is \$1,100,000, and the order holds the record as being the largest ever placed in America for a foreign railroad. The locomotives will be put together at Vladivostok and will be taken over the Trans-Siberian railroad to the junction of the Chinese Eastern railway. These roads, which are generally supposed to be one and the same, are two distinct enterprises. The Trans-Siberian railroad is the property of the Russian government, while the Chinese Eastern is a private corporation, operating in conjunction with the railroad a steamship line along the Russian, Chinese and Japanese coasts.

Track Superintendent.

Morris Rothenmel, who formerly lived at Plymouth, but who of late has been on a Vermont division of the Delaware and Hudson, was on Saturday appointed to the position of Delaware and Hudson track superintendent, his territory extending from Wilkes-Barre to Nineveh.

The place was filled for years by R. W. Kellow, who died Friday at his home in Green Ridge.

D., L. & W. Board for Today.

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

- WILD CATS SOUTH.
- 12.30 a. m.—A. E. Kethum.
- 1 a. m.—F. Kearney.
- 2 a. m.—P. Gilligan.
- 3 a. m.—LaBar, with John McCue's men.
- 4 a. m.—W. H. Bartholomew.
- 5 a. m.—M. Madigan.
- 6 a. m.—Hallitt.
- 7 a. m.—D. Wallace.
- 8 a. m.—J. Bush.
- 9 a. m.—G. R. R. R.
- 10 a. m.—G. R. R. R.
- 11 a. m.—A. Hopkins.
- 12 p. m.—J. M. M.
- 1 p. m.—M. Hennigan.
- 2 p. m.—W. McAllister.
- SUMMITS.
- 7 a. m. north—G. Frounfelger.
- 10 a. m. south—W. H. Nichols.
- 6 p. m. south—McLane.
- PULLER.
- 10 a. m.—Deavers.
- PUSHERS.
- 8 a. m. south—Hoover.
- 11.30 a. m. south—McRae.
- 7 p. m. south—Murphy.
- 10 p. m. south—C. C. Wiley.
- PASSENGER ENGINE.
- 6.30 p. m.—Magover.
- WILD CATS NORTH.
- 8 a. m. 2 engines—John Gashagan.
- 11 a. m. 2 engines—J. E. Mastara.
- 1 p. m.—Kinsley.
- 4.45 p. m. 2 engines—J. O'Hara.

This and That.

Notice has been filed at the state department of the transfer of the property of Cox Bros. & Co., incorporated, to the Cross Creek Coal company, the consideration being \$1,250,700.

SCRANTON SOLDIERS SEE ACTIVE SERVICE

HELPED IN THE CAPTURE OF LEGASPI, P. I., ON JAN. 23.

Lieutenant Thomas Murphy, Formerly of Co. C, 13 Regiment, One of the Landing Party that Took Part—There Were Over 3,000 Insurgents Intrenched Near the Beach but They Were Dispersed by a Small Squad with the Assistance of a Few Shells from the Nashville

Special Correspondence of The Tribune.

Legaspi, P. I., Jan. 25, 1900.—Just one month ago today the Forty-seventh infantry landed on Philippine soil. Our voyage over the ocean and seas took forty-eight days and was free from accident of any kind. We left the transport Thomas on Sunday, Dec. 24, about 12 m. on canoes and were towed up the Pasig river about six miles to San Pedro Macatta. We were then marched over the worst roads I have ever seen to Guadalupe Ridge. Here we pitched our tents.

We got everything in good working order in two or three days and all went well. We had a hard time at first getting our rations to camp, having to carry them on our backs. We finally managed to secure one of the bull carts so common on the islands. Guadalupe Ridge is one of the historic battle grounds. It is about eight miles south of Manila and is on the farthest line of entrenchments around that city.

On this ridge there were over 100 killed and wounded of the Colorado and South Dakota infantries. They were driven back two or three times by the insurgents with great loss. It gets its name from the old ruins of Guadalupe monastery, situated on the banks of the Pasig river about a mile above San Pedro Macatta.

On New Year's day about thirty men from each company went out on a scouting expedition. They were gone two days and I believe if they were not sent after to return to camp immediately they would have been caught in a trap and in all probability exterminated. They were camped in a small village and were going to have a fine feast of chickens and young pig when rifles began to crack and bullets were whistling all around them. They were soon on the defensive, and very few shots were fired after that they started back to camp leaving their good supper to be eaten by the dogs that were in the town.

A LUCKY MOVE.

It was a lucky move for them to return when they did for when the Forty-sixth and parts of the Fourth and Eleventh cavalry reached the place on Saturday, Jan. 6 they ran up against about 6,000 insurgents and had a pretty good fight. I should think, by the note they were making, you could hear volley after volley fired and it was kept up for about three hours. It was very quiet after that until the 10th when orders came in for Co. F and I to proceed to the town that was taken and garrison it. We were glad that Co. E didn't have to make that trip. It was a rough road and they had to go in heavy marching order.

On Sunday evening we broke camp and proceeded to San Pedro Macatta to be ready to board canoes and proceed down the river, having heard that we were going to the island of Somos to establish a military government. Tuesday, the 16th, we were put aboard the canoes and were taken down the river and put aboard the transport Hancock. We left Manila with the Forty-third infantry and a battery of the Sixth artillery.

There were six boats besides the Hancock in the fleet, the gunboat Nashville taking the lead. It was 5 p. m. Thursday evening when we steamed out of the bay. On Monday we were transferred from the Hancock to the Venus and sailed for Legaspi, arriving the next morning.

MAKING A LANDING.

It was Tuesday morning early when we steamed in to the harbor and met the Castillon with Co. C aboard. The Nashville wasn't in sight, but in an hour's time she was near us and we went up to the port in the rear of the

WAR RELICS FROM EL CANEY.

Chief of Police Robling's office is now adorned with two formidable looking ornaments presented to him by Martin Cunningham, who has seen service in Cuba and is now home on a furlough. They are a bulky, clumsy-looking six-shooting revolver and a Cuban machete, found at El Caney. Mr. Cunningham formerly served in Company C of the Thirtieth regiment under Major Robling, then captain. He volunteered in the regular army, however, and was deported to Cuba. He found the two weapons while digging ditches at El Caney. The revolver is of Spanish make and probably belonged to one of the Don's officers. The machete has a heavy blade and a wooden handle and makes a very ugly weapon.

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gunboat. About 8 o'clock the general on board the Nashville sang out to the captain of the Venus to back in to the wharf and land us. The latter refused to obey and said he was afraid and that there were 3,000 insurgents lying in the trenches. We were fooling around for an hour or more trying to get him to get the boat up to the pier, but he wouldn't go. Finally twenty men were ordered from each company to get into small boats and land along with some marines on the left of the enemy's trenches. The landing party had no more than struck the beach when the Nashville opened up with a broadside on the enemy's position. We then shelled them up the ground was a wonder. Those left on board the Venus opened up such a terrific shower of lead that not one of the natives dared lift his head above the earth works to return the fire. The landing party took them by surprise. They were no doubt looking out at the gunboat and those aboard the Venus and were not thinking about us attacking them on the flank. The marines and our boys with a yell started for them, driving them from the trenches and through the town. The large shells from the gunboat set fire to two more houses filled with first quality hemp, destroying their contents amounting to over \$100,000.

ONLY TWO WOUNDED.

We took the town and drove the insurgents to the hills. Those on shore fired for two hills where two insurgent flags were flying, each company trying to get there first and haul them down. Co. H won and pulled down, Captain Bently being the lucky one. The engagement lasted about two hours and a half and was won with only two men wounded on our side. About thirty-five natives were killed and thirty wounded. We took about forty prisoners and set them to work the next day burying the dead.

An officer from the Nashville said he never saw such hard fighting and against such numbers as that landing party that day. They say a regiment

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of regular infantry tried to take this place before but failed. When the landing party got close to where we were on the Venus, Lieutenant Thomas Murphy, of Scranton, stopped and took his hat off and commenced to wave it to us and shouting hurrah as hard as he could. You bet he was answered with a cheer from us all.

I'll bet Major Robling will be proud of the boys of his company that were in this scrap. Not only he but the whole of Scranton can be proud of having some thirty men in the Second battalion of the Forty-seventh infantry. We are going to have our pictures taken and send them to the Tribune. We are all well at present and hope to keep so. We are proud of our gallant captain. He is one of the best and many of the old Thirtieth lads will recognize him as Major A. H. Betts of the Tenth Ohio volunteers. We met an old Co. A, Thirtieth regiment man in the Eleventh cavalry. His name is Stacy.

We are situated in nice comfortable quarters and are taking things as easy as possible. Legaspi is the name of the port but the principal town is Albej, about a mile further back from the sea. On the left of this town is a very high volcanic mountain and the natives say every once in a while she sends out smoke but not enough to cause any alarm. The Chinese general who is in command of the Filipinos was strutting around through the town telling everybody what he was going to do with us and this and that. I'm thinking he is singing a different song before this.

The natives around here were half starved. They sell into the hard task as if they had nothing to eat for a week. Cigarettes are 50 cents a package and when a native goes without his cigarette he is making a great sacrifice. Well I believe this about covers my little tale for the present, so I will close. The boys all send their regards to The Tribune and their friends and hope to set foot once more in Scranton soon. C. J. ROZELLE, MIA. Company E, Forty-seventh Infantry, U. S. V.

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Our instruction and Question Papers, and Drawing Plates, differ from the textbooks used by students in the regular schools in the following important respects:

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SECOND: They are more practical. Ordinary school and college textbooks, such as are used by our imitators, contain no examples relating to Mining, Mechanics, Steam Engineering, Electricity, Architecture, Plumbing, Heating, Ventilation, Sheet-Metal Pattern Drafting, or Civil Engineering. In each of our Courses, the examples and processes refer directly to the trades or professions of the class of students for whom the Course was prepared; so that from the beginning our students are getting valuable knowledge and are learning to apply it.

THIRD: Our textbooks are written by men strong both in theory and practice. The authors of textbooks intended for use in colleges and universities have thorough scientific training, indeed, but they have little or none of the knowledge that can be gained only by doing—by experience. They do not know, and therefore omit to mention in their books, the way in which innumerable scientific facts may be applied in simple operations of the trades or professions. These applications of science are familiar only to the expert both in theory and practice, and only such men are employed as Editors and Instructors by the Management of these Schools.

FOURTH: The men that make our textbooks supervise the instruction of our students. No one can teach the contents of a book so well as the man that wrote the book; he knows better than any one else what is in the book, why it is there, and its importance with reference to the other parts of the entire subject.

FIFTH: They are frequently revised. Being private property, protected by copyright, school and college textbooks cannot be changed at the pleasure of those that use them. In order to correct what is wrong, improve what is faulty, smooth away difficulty, and insert what is of later discovery, changes must be made very frequently. Our Instruction Papers belong to us; and in our Editorial Department, they are in constant comparison with what is latest and best; faults, omissions, and crudities of every kind are therefore remedied without delay. In the case of textbooks on Applied Physical Science, the need of revision occurs with special frequency. Take, for example, many works on this subject printed five years ago are now nearly worthless, for the reason that they are out of date.

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Any system of education for people with limited time to devote to study by the correspondence method that relies on the use of school and college textbooks will end in failure; the student that pays his money for such tuition will get no returns.

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