THE SCRANTON TRIBUNE-FRIDAY, MARCH 30, 1900.

BAD COMPLEXIONS

RED ROUGH HANDS

LIVE NEWS OF THE INDUSTRIAL WORLD

OBJECTS OF STATIONARY EN-GINEERS' ASSOCIATION.

Set Forth in a Communication Prepared by the Committee on Publicity and Promotion-Work That Is Being Done Around the D., L. & W. Machine Shop-Make-up of the D., L. & W. Board-John H. Bessell Appointed General Paymaster-Must Pay Their Debts.

The following communication from the Scranton association of the Ma-tional Association of Stationary Englneers has been received with a request that it be given publicity:

As a number of employers of engineers in Scranton and vicinity seem to have an entirely wrong conception of the aims, object and purpose of the Scranton En-gineers' association, one employer going to far as to threaten to discharge his engineer if he became a member of the association, the undersigned committee on publicity and promotion have pre-pared a short statement which is hereby respectfully brought to your attention: The National Association of Stationary Engineers is an organization working

along lines parallel to those of the Ameri-can Society of Mechanical Engineers, its principal aim being the better education of its members in the art and scierce of steam engineering, as well as impartor steam engineering, is well as indirec-ing information beneficial to all interested or engaged in steam engineering. The greater part of each weekly meeting is devoted to the reading of technical pa-pers, lectures, the discussion of topical

engineering questions, and other hat-ters of a similar nature. These meet-nigs are open to the public, and any one welcome to attend and take part in the discussions.

Another of the principal objects of the organization is assisting its members in sickness and distress, which is accom-

plished in divers ways. In order to procure by legal enactment greater safety to the community at large in the operation of steam plants, the association has a special committee in each state, which works in conjunction with a national committee. This is another

of the main features. The association is not a labor union; it has no fixed standard of wages, nor stated hours of work; in short, it is opposed in every sense to the fundamental purpose of all labor organizations. We beg to quote the preamble of the constitution in this connection: "This association shall at no time be

used for the furtherance of strikes, or for the purpose of interfering in any way between its members and their employer and employee, and not countenanc-ing any project or enterprise that will interfere with perfect harmony between them. Neither shall it be used for political or religious purposes. Its meetings shall be devoted to the business of the association, and at all times preference shall be given to the educating of engl-neers, and to the securing of the enactment of engineers' license laws in order to prevent the destruction of life and property in the generation and transmission of steam as a motive power." Further, our association will not accept as a member any union man. We do not ask employers to employ only members of our association, nor do we ask them to discharge engineers who do not belorg to our association; neither do we claim that our members are the only men capable of taking charge of steam plants and operating them safely and with profit; nor do we claim that by joining our association an engineer becomes immediately superior in skill and knowledge to all men outside of the association. We do claim, however, that by our eduwork we give an engineer ing iron and steel into different shapes chance to become more proficient by the member of the association has the professional advice and help of all other members for the asking, and that without putting himself or his employer under any obligations or expense. Our inter-ests are identical with those of the employer; the so-called "labor leader" has no place in our midst. Hence, we believe that the animosity of some employers is that the animosity of some employers is due to a misunderstanding or misconcep-tion of the purpose of the association. Should you still be in doubt, you can verify all statements made herein at a triffing cost to yourself by becoming an associate member, such membership giv-ing you all rights and privileges, with the extension of yourself. exception of voting. You can then at-tend any and all business meetings, take the floor, if desired, and find out from best possible source what and who we are.



D., L. & W. R. R. Co., Office of Treasurer, March 27, 1900. Frank T. Kimble, paymaster of this company, located at Hoboken, N. J., having resigned on account of ill health, Mr. John H. Bessell has been appointed the general paymaster of this company's superior of this company a system, with his office at Scranton, Pa. to take effect April 2, 1900. Fred. F. Chambers,

Approved: W. H. Truesdale, President.

Mr. Bessell has been the local paymaster for many years and is one of the best known men in the employ of the Delaware, Lackawanna and Western company.

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

Following is the make-up of the Delaware, Lackawanna and Western board for today: Friday, March 30, 1900. WILD CATS, SOUTH.

WILD CATS, SOUTH. 12.30 a. m.-P. Gilligan. 3 a. m.-LaHar. with J. McCue's men. 4 a. m.-W. H. Bartholomew. 6 a. m.-M. Madigan. 8 a. m.-F. Hallett. 12.30 p. m.-O. Wallace. 1 p. m.-J. Bush. 2 p. m.-O. Miller. 3.50 p. m.-G. Rafferty. 4.45 p. m.-A. Hopkins. SUMMITS. north-McLane. south-W. H. Nichols. PULLER

10 a. m.-Beavers. PUSHERS. 8 a. m., south-Heuser. 11.50 a. m., south-Meran. 7 p. m., south-Murphy. 10 p. m., south-C. Cawley. PASSENGER ENGINE. m.-Magovern. WILD CATS, NORTH.

a. m., 2 engines-R. W. Peckins,
ii a. m., 2 engines-John Gahagan,
2 p. m., 2 engines-J, E. Masters,
4.45 p. m., 2 engines-C. Kingsley,
9 p. m., 2 engines-J, O'Hara.

Around the Machine Shops. A new "bulldozer" machine for



an exodus from all the other court rooms, the corridors and offices, and in less than two minutes No. 2 was jammed so full that the tipstayes had the greatest difficulty in keeping a passageway clear for those who had to go in and out. It was one of Mr. D'Brien's most earnest efforts. The case was given to the jury at 1.50, after a careful, thorough and im-

[Concluded from Page 3.]

partial charge by Judge Albright. At 11 o'clock yesterday morning, the jury in the case of Stuart Cutler against the Scranton Railway com-pany retired, after hearing Mr. Burns' closing address for the plaintiff and Judge Archbald's charge. At 4.30 they were still out, but shortly after this, when Judge Archbald had left the bench, an agreement was reached and the verdict sealed.

At the conclusion of the Cutler case, jury was empanneled in Judge Archbald's court to try the damage suit of Mary J. Duggan against the city of Carbondale. The jury went on the noon train to view the alleged damaged premises and while awaiting their re-turn, Judge Archbald called up and tried the case of John A. Lee against Caroline Hamilton.

BROTHER AND SISTER. The parties came from Greenfield and are brother and sister. Their father gave the daughter a property in consideration of her supporting him for the remainder of his declining years. To insure the carrying out of the agreement, the father required of her a \$500 judgment note.

She kept him and cared for him during the two years following the giving of the note, but owing to some diffi-culty he left her home and went to live with her nephew. She paid the nephew \$10 a month to support the old man right along till his death, a year or two later.

Two years and a half after the father's death, his son sued on the note, alleging it had been assigned ito him by the old man some years before his death. The daughter opposed the collection of the note on the ground that she had already discharged the obliga tion for which it was given. H. P. Carey represented the plaintiff

and R. A. Zimmerman the defendant.

Marriage Licenses.

Max Karfunkle Youngstown, Ohio Lora FreedmanOlyphant Court House News Notes. Tony Magniolta was yesterday discharged under the insolvent laws. The prison board will meet tomorroy afternoon in the county commissioner's

office. Very Cynical. "He is very cynical in his comments on some of the most successful historical characters " "Yes," answered MissCayenne; "to him the corridors of time simply represent grand overcrowded rogues' gallery." Washington Star.

Constipation

"yadache, billousness, heartburn, indi-estion, and all liver ills are cured by Hood's Pills

GI

The most effective skin purifying and beautifying scap in the world, as well as purset and sweetest for toilet, bath, and nursery. It strikes at the cause of bad complexions, red, rough hands, failing hair, and baby blemishes, viz., the clogged, irritated, inflamed, overworked, or slug-rish Ponze. rish Ponss. Bold throughout the world. Forran D. AND C. Conn., Prope., Boston. How to Have Beautiful Completion, for

Lawn Seed, **Timothy Seed** Millett Seed

GUNSTER & FORSYTH, SS-M PENN AVENUE. of two to five days' duration, are offered by the IINION LINE Norfolk **Old Point Comfort** Richmond Washington

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ment and Shopping District, New York City, **European Plan**. Completely remodeled and refur-nished at an expenditure of One Hundred and Fifty Thousand Dol-

Restaurants and Palm Room open until One A. M. Table D'Hote Dinner. Six to Eight.

Tariff of Rates.

ATLANTIO OITY, N. J.

Hotel Morton-Atlantic City, N.J.

J. J. Brown, Gen. Pass. Agt.

H. B. Walker, Traffic Manager.

Connolly and Wallac E SCRANTON'S SHOPPING CENTER. **Costumes and Skirts** New

Fashions have changed. As noiselessly as the frost gathers on the window pane, the eel-tight skirt has given place to less rigorous style-and a style that admits of sate variation. The plait, widening as it runs down from the waist line; several plaits, widening in the same way, but lying very flat; a hand plait that seems to hold a transverse puckering of the skirt-take your choice.

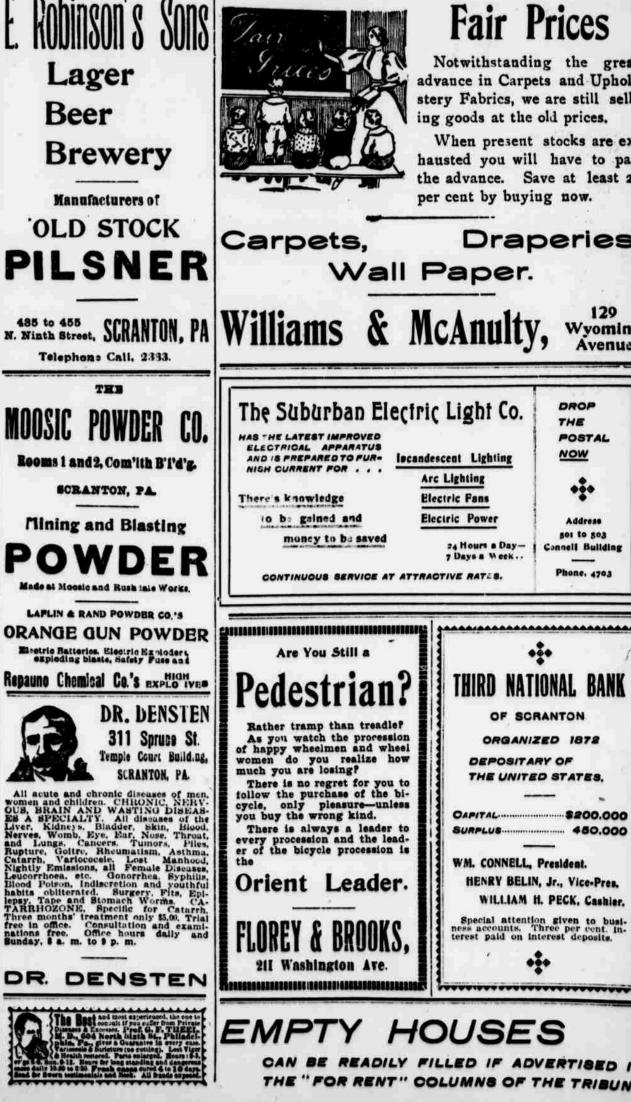
But the cut is not half the battle in making a Woman's Tailored Suit-it's the tailoring. And we are glad to have had something to do with raising the standard of it. The bodice or jacket is fashioned-worked into enduring good shape-by the tailors as they build it. No mere shaping of the cloth, and sewing it up, will give the effect.

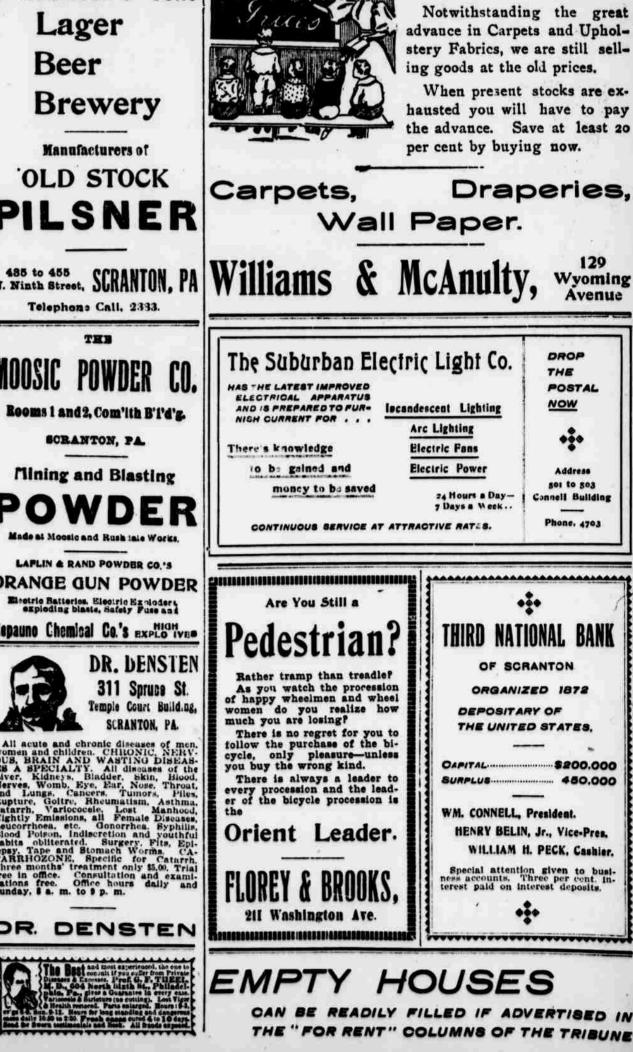
Do not imagine that our authoritative position in matters of woman's dress has been gained by chance-very serious, intelligent hard work has won it.

New Tailored Suits, cheviot, full silk lined, \$15 New Tailored Suits, chevioc and venetian cloth-several styles, some introducing trim-

Others at prices running to \$100. Separate Skirts, \$5 to \$50.







ming, \$20 to \$30.

Fertilizer.



FALLING HAIR

The above is not to be construed as a solicitation, but is brought to your attention merely to show you that our as-sociation is not afraid of publicity, but, on the contrary, courts it, and especially courts and welcomes thorough investiga-

We carnestly ask you, for the 'ove of fair play inborn in the neart of every American, not to condemn our associa-American, not to condemn our associa-tion unheard should you happen to be the familiar with its purpage. We think the offer we have made shows our good faith. Upon application, the chairman of this committee will gladly furnish any fur-ther information desired in regard to the association.

Deeply regretting the necessity of hav-ing to defend our association against misconception and misrepresentations, we Very respectfully yours, J. D. Jones, Chairman;

Philip Boyle, Thomas Roderick, Committee on Publicity and Promotion.

P. S.-Please address all communica-ions to J. D. Jones, 746 Madison avenue, Scranton, Pa.

General Paymaster Appointed. John H. Bessell, of this city, has been

appointed general paymaster of the Inckawanna system, as the following order will explain:



for use on passenger and freight car has been added to the equipment at Character, the Delaware, Lackawanna and Western blacksmith shop and is now being set in place. It will be ready to oper ate tomorrow. The machine weighs 30,000 pounds and was built by the Aja: Manufacturing company, of Cleveland Ohio, at a cost of \$1,400.

A new carving machine has also been added to the carpenter shop. It will be used for ornamental work on passenger coaches. It is a small machine and was furnished by a Newark concern at a cost of a couple of hundred dollars.

Superintendent Canfield has received an additional stationary engine from the Syracuse shops, which is now being set ready for use in the machine shop.

The work formerly done at the Syra-cuse shops has all been transferred to the Scranton shops, with the exception of a few repairs, and the change has furnished additional work for the employes in this city.

The employes of the Scranton short have been steadily employed all winter long nine hours each day, which has been better time than they have received in former years.

An order for 100 high-side gondolas is being filled at the shops. These cars each have a carrying capacity of 66,000 pounds of coal.

A sample box car, with a carrying capacity of \$0,000 pounds is now being built, and Superintendent Canfield expets a large order for them if they meet the requirements. One of the old style dining cars is being remodeled and brought up to date. It will be fitted up similar to the new ones recently added to the

This and That. The New York Magazine Syndicate air brake instruction car is now at the Delaware, Lackawanna and Western shops being repainted and will remain here for some time. All the Lackawanna employes in the yard and road services are expected to present them-

rolling stock.

selves at the car for instruction and examination. Superintendent of Motive Power T. S. Lloyd is in Buffalo acquainting him-self with the workings of the road at that end. Mr. Canfield will meet him there this morning and look after some minor details. Both will return tomorrow morning and it is expected

Mr. Lloyd will grant an audience to the grievance committee on the Troch matter tomorrow afternoon.

Superintendent C. C. Rose, of the Delaware and Hudson coal department, has issued notices which have been posted at all of the collieries operated by the company, to the effect that all employes must pay their horest debts if they expect to be retained in the company's employ. Similar steps have Lackawanna and Western company. Master Car Builder Canfield, of the Lackawanna system, returned yester-day from a two days' tour of inspec-tion over the Morris and Essex divistion over the Morris and Esser divis-ion. He reports everything in ship-shape and was well pleased with the condition of things. Mr. Canfield is one of the busiest men ir, the com-pany's service, and after looking over his business at his office, eft last night for Buffalo, where he will spend today returning to this city tomorrow morn-ing. He expects to take a short vaca-



man, but to entitle the possessor to that distinction, the Character and Clothes must be GOOD. Any man who means well may possess the first, while the man of very little means can secure the latter by leaving his order at the Merchant Tailoring establishment of



Coal of the best quality for domestic use and of all sizes, including Buckwheat and Birdseys, delivered in any part of the city, at the lowest price. Orders received at the office, Connell building, Room 506; telephone No. 1762, or at the mine, telephone No. 277, will be promptly attended to. Desiers supplied at the mine.

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