

INDUSTRIAL

Some Departures.

The new time table, which went into effect on the Delaware, Lackawanna and Western last Sunday, contains many important rules governing the movement of trains. It cautions great care in approaching switches, and rule 22 has the following to say on the subject:

Switches—Approach them with great care, having the train, if possible, under such control as to be able to stop running off, in case the switch is wrong. The running off of a switch in approaching, or at a station, or in switching in any yard, will be considered a gross negligence on the part of the engineer, requiring a very satisfactory explanation. It is the duty of the conductor to see and know that the switches are set and locked right for the main track. Trains of each train must take care of switches for their own train, and under no circumstances ask or allow others to do it for them. When ever and wherever trains take a switch, the same must in every and all cases be kept locked until the train or trains for which switch has been taken have passed. Flying switches must not be made.

Safety Switches—Conductors and engineers using the switches on the grades will always set them so as to prevent cars that may be standing on the switch from running out on the main line.

Wall Being Rebuilt.

The long stone wall in the yard of the Central Railroad of New Jersey, is being re-built, and a corps of men are daily working on it, under the supervision of one of the assistants of Superintendent of Maintenance of Way George W. Twining, of the Central. A large derrick has been erected and it is likely that the greater part of the wall will have to be torn down and reconstructed.

Its foundations are in a weak condition and in many places it is in very poor condition. At various points the stone bulks out in a way which interferes with passing trains, and this fact was largely instrumental in causing work to be started anew. The reconstruction will occupy several weeks' time.

Works Almost Complete.

The construction of the addition to the Suburban Electric Light company's plant is now almost completed, and within a short time the new addition new shops will be ready for occupancy. The brick work was finished some days ago, and building operations then took a temporary lull, while the steel work was awaited. The corrugated steel roofing has now been put on the structure, and at present the men are busied with putting on the steel siding.

Pennsylvania Appointments.

New appointments made by the Pennsylvania Railroad company were unofficially announced Thursday, at Altoona, as follows:

A. C. Shand, superintendent of the Altoona division, to succeed A. E. Reed, deceased; E. J. Cleve, assistant principal engineer, to succeed A. C. Shand as principal chief engineer, maintenance of way, West Pennsylvania division, to succeed W. M. West, superintendent of West Pennsylvania division, to succeed A. W. Moss, superintendent of the Schuylkill division; P. F. Robb, superintendent of Monongahela division, succeeds A. W. Moss, and will himself be succeeded by G. E. Miller, assistant engineer Monongahela division.

Superintendent's Orders.

Superintendent C. R. Ketchum, of the Lackawanna, has issued an order to trainmen, regarding the tracks on the Phillipsburg line, at Washington. Beginning at 12 o'clock yesterday noon the west-bound main tracks between the Washington signal cabin and the Broad street crossing on the Phillipsburg line at Washington was abandoned, and henceforth the present east-bound main track will be used as a single track between these points. The crossover switches just east of Broad street will be operated by gatemen located at that point and the new crossover switch put in just west of the Washington signal cabin will be operated by switchmen now located at third track or approach switch to the yard.

Today's D., L. & W. Board. Today's D., L. and W. board is as follows:

Friday, Dec. 7. WILD CATS EAST. 6 p. m.—H. Basing, with John Emis' men. 8:30 p. m.—Tuesday, Nannon. 11 p. m.—A. F. Muller.

Saturday, Dec. 8. WILD CATS EAST.

12:30 a. m.—D. Wallace. 3 a. m.—O. Kearney. 4 a. m.—J. Gerry. 5 a. m.—Frank Hallett. 6 a. m.—J. Devine. 7 a. m.—E. M. Hallett. 8 a. m.—A. B. Reed. 9 a. m.—H. J. Larlin. 10:30 a. m.—A. J. McDonnell. 11:30 a. m.—E. Seaver. 1 p. m.—B. Bennett. 2 p. m.—W. A. Bartholomew. 3:45 p. m.—H. T. Edwards. 4:45 p. m.—H. Deberry.

SUMMITS. 5 a. m., east—E. McAllister. 1 p. m., east—J. Moore. 6 p. m., east—H. Gilligan. 7 p. m., east from Nay Aug—E. Duffy. 8 a. m., west—G. Froelicher. 9 a. m., west—W. H. Nichols. 11 a. m., west—Carriage. 2 p. m., west from Cayuga—McLane. 7 p. m., west from Cayuga—Gibley.

PULLER. 10 a. m.—F. E. Seaver.

PUSHERS. 6 a. m.—G. Houser. 11:30 a. m.—Moran. 2 p. m.—M. Murphy. 9 p. m.—Lanping.

PASSENGER ENGINES. 7 a. m.—Gaffney. 5:30 p. m.—Stanton. 7 p. m.—Magovern.

WILD CATS WEST.

4 a. m.—G. Thomas, with F. L. Rogers' men. 4:30 a. m.—H. Smith. 5 a. m.—E. Klingley. 6 a. m.—J. L. Masters. 7 a. m.—J. Harvey. 8 a. m.—W. Dunn. 9 a. m.—T. J. Thompson. 10 a. m.—W. Killo, with A. G. Hammit's men. 11 a. m.—John Gilligan. 12 o'clock noon—Haggerty. 1 p. m.—D. Case, with E. Bartholomew's men. 2 p. m.—J. Casello. 3 p. m.—J. O'Hara. 4 p. m.—E. H. McLaughlin. 5 p. m.—Thomas McCarthy. 6 p. m.—W. Lalbar. 7 p. m.—G. W. Smith.

NOTICE. Broken Norman Houser, William E. Halbert, Frank Mills, William Hour and John Deberry, will report at trainmaster's office 5:30 p. m., December 9th, Sunday.

Road Will Be Built.

The Commercial Advertiser of New York says: "President Thorne, of the Delaware Valley and Kingston railroad—the projected new coal road—says that the reports that the scheme has been abandoned are not true. The construction of the new road, he de-

clares, will be proceeded with as soon as certain features of the pending litigation are disposed of.

"The report that the proposed road would not be built was based chiefly on the fact of the Ontario and Western railroad having bought a number of independent collieries which had been counted on as feeders for the new road. A rumor is also current that the Erie railroad is negotiating for the control of the Pennsylvania Coal company, which is the main backer of the new road project."

Troublesome Rock.

A large derrick has been erected by Contractor Williams' men to assist in the work of excavation at the new Young Men's Christian association building site. The rock which has been struck has proved more troublesome than was at first anticipated, and operations have now reached a point where it is practically impossible to get at the rock, working with a team, and as the work of shoveling it out would take too much time the derrick has been built to aid in the removal of the heavy fragments of rock.

It is not likely that the excavating will be complete for two weeks yet. Once finished work on the foundation will be started, the weather permitting.

Appointed Superintendent.

Captain Fremont Stokes has been appointed superintendent of the coal properties of the Butler Mine company at Pittston, which were this week purchased by the Hillside Coal and Iron company.

Mr. Stokes has for some years been the assistant mining engineer of the Hillside company. Hereafter his headquarters will be at Pittston.

This and That.

Division Superintendent E. M. Hine, of the Scranton division of the Delaware, Lackawanna and Western, was in Stroudsburg yesterday.

Valentine Bliss, who is the owner of silk mills at North Scranton and Dickson City, is negotiating for the purchase of the McAllister mill at Paterson, N. J., which is one of the largest at that place.

Work is progressing rapidly on the new paint shop which Contractor E. S. Williams is building in the Delaware, Lackawanna and Western railroad yards. The brick work is almost complete now, and after the structure has been roofed, which will be soon done, it will be a matter of only a few days until it is occupied. Chief Clerk G. E. Poore, of General Superintendent of the Lackawanna Clarke's office, left the city last night for Chicago, whence he will return Tuesday.

HOBEBOTTOM.

Special to the Scranton Tribune. Hobebottom, Dec. 7.—Several townspeople were called to Montrose on Tuesday on the case of Mrs. Ed. Gardner against her husband and mother-in-law for kidnapping. After shamefully ill-treating his wife, it is alleged, the husband and mother secreted the child, and Mrs. Gardner



Chicago, Ill., March 30, 1900.
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Gentlemen—Warner's Safe Diabetes Cure has cured me completely of diabetes from which I suffered for five years, never expecting to be cured. I cannot tell you how thankful I feel for restored health and how grateful I feel to you.
Yours truly,
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The High school pupils gave a masquerade social at Tron's hall this evening.
The University Ladies' Aid will meet next Wednesday for dinner with Mrs. Hannah Miles.
Mr. and Mrs. T. J. Allen and daughter, of Montrose, were visitors at J. H. Tilton's, this week.
The milk received at the new creamery has been manufactured into butter for a few days past, owing to the trouble in regard to shipping.

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The Best Shoes for the Smallest Prices
To be obtained in town. This statement is made without bluster or brag. Its force is merely that of a demonstrated fact. The values offered for today speak for themselves to all who care to read:
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Ladies' Shoes at \$2.00, \$3.00 and \$4.00, in Patent Leather, Enamel and fine Kid, all sizes and all widths, A to E.
TODAY'S BARGAINS.
120 pair Ladies' Spring Heel Button \$2.00 Shoes, at \$1.25.
60 pair Ladies' Spring Heel \$1.00 Shoes at 50c.
96 pair Ladies' Vici Kid and Box Calf, Goodyear welt, \$3.50 Shoes at \$2.50.
178 pair Ladies' Vici Kid Button \$1.50 and \$2.00 Shoes, at 98c, \$1.29 and \$1.49.
60 pair Men's Russia Calf, Box Calf, Leather Lined and Enamel, Goodyear Welt Shoes, worth \$3.50; today only \$2.50.
148 pair Men's Calf, Vici Kid and Enamel Shoes, worth \$3.00, at \$2.00.
1000 pair Men's Shoes at 98c, \$1.29 and \$1.49, worth nearly double the price.
The above are only a few of the many bargains. We invite you to call and examine our goods before buying elsewhere. Remember, there is no trouble to show you goods and you will surely save money by it.
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A Good Offering Repeated:
Choice begins at a very little price for garments that are worth considerably more. They are of fresh, crisp taffetas in solid and changeable colors, with deep accordeon plait ruffle—the same quality and style and at the same price as two previously large lots that were eagerly bought the same day they were announced—\$6.50 each, though \$10.00 would be only fair. The assortment of other grades is most extensive—doubt that a better one is shown anywhere. Every best style was gathered in every pretty shade, and all the taffetas are thoroughly good, whether the price be \$6.50 or \$25. Some very fine petticoats are \$8.00 and some are \$10.00. Others at \$12.50, \$13.50, on up to \$25.

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