

NEWS OF THE LABOR WORLD

PROMOTION FOR MASTER MECHANIC DAVID BROWN.

Has Been Made Assistant Superintendent of Motive Power and A. G. Elvin of the Grand Trunk Has Succeeded Him as Master Mechanic. The D. L. & W. Board for Today, Construction Work That Is Being Done in the Lackawanna Car Shops in This City.

David Brown, the well-known master mechanic of the Lackawanna railroad, was yesterday promoted to the responsible position of assistant superintendent of motive power and machinery, which places him next to Superintendent T. S. Lloyd in the motive power department. The appointment comes to Mr. Brown as a well-merited promotion, after many long years of service in the company.

Mr. Brown will be succeeded by Mr. A. G. Elvin, who comes from the Grand Trunk railway. For a number of years Mr. Elvin was assistant master car builder of the Chesapeake and Ohio railroad, with headquarters at Huntington, W. Va., and is the selection of Superintendent T. S. Lloyd, who was also his superior at Chesapeake and Ohio prior to his coming to Scranton. His appointment is made in the following circuit:

Scranton, Pa., Jan. 15, 1901. Mr. David Brown is this day appointed assistant superintendent of motive power and machinery of this company with office at Scranton, Pa. T. S. Lloyd, Superintendent of M. P. and M. Approved: W. H. Townsend, President.

Mr. Brown will be succeeded by Mr. A. G. Elvin, who comes from the Grand Trunk railway. For a number of years Mr. Elvin was assistant master car builder of the Chesapeake and Ohio railroad, with headquarters at Huntington, W. Va., and is the selection of Superintendent T. S. Lloyd, who was also his superior at Chesapeake and Ohio prior to his coming to Scranton. His appointment is made in the following circuit:

Scranton, Pa., Jan. 15, 1901. Mr. A. G. Elvin is this day appointed master car builder of this company with office at Scranton, Pa. T. S. Lloyd, Superintendent of M. P. and M. Approved: W. H. Townsend, President.

Mr. Elvin will assume the duties of his new position during the present week.

Superintendent Clarke's new private car, which is now being built at the car shops, will be completed the latter part of the month.

Bids have been invited by the Lackawanna railroad for eight first-class broad-shouldered, high-backed steel-plated passenger coaches, mahogany-finished passenger coaches, and seven first class, oak-finished non-ventilated cars, which will be put in service during the Pan-American exposition.

Two twenty-five-horse-power electric motors for driving the machinery in the new cabinet shops have been installed by Master Car Builder Campbell, and a new panel planer for cabinet work has also been added to the equipment.

Two new water cars for the Great Bear Spring car company were completed at the Lackawanna shops last week and immediately put in service. They will be used between Oswego and New York.

A new snow blower is being built at the car shops, which will be used to keep the rails free from snow.

Master Painter Benjamin Miller is in New York on business for the company.

One hundred low construction flat cars are being built at the shops and will be ready for delivery the latter part of February.

A new snow blow is also in course of construction and will probably be ready for service before it is needed.

Today's D. L. & W. board is as follows: Monday, January 14.

WILD CATS, EAST. 9 a. m.—P. Gilligan. 10:30 a. m.—J. A. Bush. 11:30 a. m.—J. Gierthy. 1 p. m.—M. Carmody. 2 p. m.—M. Loughney. 3 p. m.—T. McCarthy. 4:45 p. m.—F. D. Secor.

SUMMITS, LTD. 5 a. m., east—J. Mosier. 6 a. m., west—G. Frountelher. 8 a. m., west—W. H. Nichols. 10 o'clock noon, west—J. Carrige. 6 p. m., east—H. Gilligan. 7 p. m., west from Cayuga—McLain. 7 p. m., east from Cayuga—Ginsley. 7 p. m., east from Say Aug—E. Duff.

PULLER. 10 a. m.—F. E. Secor. PUSHERS. 11:30 a. m.—Moran. 7 p. m.—Murphy. 9 p. m.—Lamping. PASSENGER ENGINES. 7 a. m.—Gibney. 7 a. m.—Singer. 5:30 p. m.—Stanton. 7 p. m.—Maguire.

WILD CATS, WEST. 4 a. m.—E. M. Hallett. 5 a. m.—G. Bort. 6 a. m.—P. Hallett. 11 a. m.—J. J. O'Hara. 11 a. m.—Haggerty. 4 p. m.—J. E. Masters.

This and That. H. W. Kingsley, of St. Louis, Mo., special agent of the Wabash railroad, called on Lackawanna railroad officials yesterday.

General Superintendent T. E. Clarke, of the Lackawanna railroad, who has been in Buffalo, N. Y., for several days, is expected home today.

John H. Noonan, a conductor on the Buffalo division of the Lackawanna railroad, is in the city organizing a class for air brake instruction among the trainmen.

Master Car Builder L. T. Campbell, of the Lackawanna railroad, went to New York last night and will be absent from the city several days. His chief clerk, Mr. Martin, is suffering from the grip.

Lackawanna railroad conductors have been notified that under no circumstances will they set off at Gouldsboro or any other point, lined track cars. They must be taken through to destination as billed.

HORSE DROPPED INTO A SEWER. Great Difficulties Encountered in Getting It Out.

While a team of horses owned by Mason & Snowden, lumber dealers, was standing on Wood street, early Saturday morning, the driver was horrified to see the rear legs of one of the animals suddenly drop through what a "hole" he before supposed to be solid roadway. The horse was unable to extricate its rear legs and gradually the forelegs followed.

In this position, almost perpendicular until the sewer, several feet below, was reached. Then it turned over and fell upon its side. The descent had been as gradual and easy as if lowered by derricks from a horse ship, and not so much as a hair was injured.

The question now was how to rescue the animal from its remarkable situation. Great care had to be exercised not to disturb the surrounding earth, which would have caved in, causing the smothering of the animal. It was found impracticable to rig up a derrick and raise the horse through the aperture by which it had descended, because that opening, due to the upright attitude assumed in sinking, was not greater than four feet square.

After puzzling over the enigma for some time, and after various engineering feats had been recommended by the axe-stricken crowd, some one conceived the idea of dragging the horse down the sewer to the Lackawanna river, a half block away.

Accordingly the stones and other impediments were removed, and the hide of the animal in sliding along the sewer basin, were carefully removed. Ropes were fastened around the animal by men in rubber boots. Then with a long pull and a steady pull the helpless animal was started on its remarkable slide to the river, where men and horses triumphantly made an exit to the prolonged cheers of the multitude.

The horse got upon its legs, rather stiff from lying in the water in an unnatural posture so long, but otherwise practically uninjured, excepting one or two abrasions of the skin.

FLORIDA. Personally-Conducted Tour via Pennsylvania Railroad.

The first Jacksonville tour of the season via the Pennsylvania railroad, allowing two weeks in Florida, leaves New York, Philadelphia, and Washington by special train February 5. Excursion tickets, including railroad transportation, Pullman accommodations (one berth), and meals en route in both directions while traveling on the special train will be sold at the following rates: New York, \$50.00; Buffalo, \$54.25; Rochester, \$54.00; Elmira, \$51.45; Erie, \$54.85; Williamsport, \$50.00; Wilkes-Barre, \$50.55; and at proportionate rates from other points.

EFFECT OF THE CHANGES

WHAT COMBINING PROCESS WILL DO FOR SCRANTON.

Will Cause Many Men Who Hold Important Positions Here to Be Dispensed with Entirely or Taken to the Head Offices of the Companies—Centralization Will Take Much of the Office Work of the Companies from Scranton—Future of the Coal Business.

There is much speculation as to the probable local effects of the great anthracite and railway combinations. The changes have recently been so rapid and so momentous that they make the head whirl. A gentleman prominently connected with one of the railroads which has been a heavy factor in the transformation scenes of the past few weeks, remarked the other day: "Every morning we get up wondering whom we are working for today, and we are unable to keep track of the changes. They are simply paralyzing."

Some of these big deals have been accomplished in an incredibly brief space of time. Locally, the sale of the Mount Pleasant colliery, from start to finish, occupied but a few minutes. The owners when first approached had no more idea of selling their mines than of selling their families.

In the case of the Central Railroad of New Jersey, President Maxwell but a day or two before sold a quantity of preferred stock in the Reading, so utterly unconscious was he that the deal was pending. Perhaps President Maxwell was not a very wrathful man, but those who know him best are not prepared to give a certificate of immunity of temper possessed by that gentleman for the past ten days. He had been dining with Mr. Baker, of the Erie, and other well-known railroad men, daily at the Lawyers' club, but had not the remotest notion of such a change in his principalities and powers. The loss he sustained through unloading his Reading stock was considerable, as Reading went upward immediately after the sale.

INFORMATION SCARCE. In the rumored negotiations with which the Delaware and Hudson company is connected, those most concerned apparently know as little of the probable fate of their holdings as of a copper mine in Montana. Pierpont Morgan does not seem to be talking the public, even the infinitesimal portion of it which has happened to entertain the delusion that it controlled Trunk lines, into his confidence. Any morning he may set forth to buy a railroad which not a soul among the owners thereof have the remotest idea of selling.

The Delaware and Hudson stock reached 200 in war times, since when it has been near its present status. It is stated that the stock will go much higher before it stops.

Today the first of the important changes affecting the Pennsylvania coal company will take place in the transfer to the Erie. Just what local metamorphosis will result is as yet undivulged, it is said, to even those supposed to be most interested. Persistent rumors are still current that the Smith regime will be resumed. It is declared by those in a position to know, that the mighty consolidation of coal and railway interests is going to have an effect on this city decidedly unexpected by the majority of people to whom the prosperity of this region is a matter of vital importance. The great combinations will result in the centralization of official and clerical forces in New York, thus abolishing many local positions now held. For instance, one large company has already materially altered its bookkeeping system, and much of the work hitherto done in Scranton has been taken to the general offices.

TO CUT EXPENSES. Several positions heretofore commanding fancy salaries will be discovered as no longer filling a long-felt want and will be abandoned or re-solved into mere clerkships. There will be a consolidation of duties hitherto divided among several superintendents, thus cutting off another material source of expense.

As to the future of the coal business in this region, a prominent citizen closely in touch with the greatest interests of the city said on Saturday: "There will be no more buying up the property of individual operators at fancy prices. The operators who have held on to their coal enterprises would be dunces to sell now to the big corporations. Since the adoption of the 65 per cent. contract, the men who have not sold will find that they can make good profits, as they are protected by the big companies."

"You will not," he continued, "that there is little more talk of the remaining mines being sold to the carrying companies. The coal properties of E. L. Fuller, William Connell & Co., Brooks & Dale, and others are not now daily reported as about to be transferred. I believe some of the men who have sold are now sorry, even though they may have received a high figure. As for the periodic cry that the coal in this valley is nearly exhausted, we need not worry about it during the present century, when the subsequent proceedings will probably interest us no more."

"There is coal enough here to make a great many men rich and to furnish sustenance and comfort for thousands of workmen and their families."

"In this respect we are entering upon an era of unexampled prosperity for Scranton, as there is a prospect that the conditions will be so controlled that there will be little opportunity for friction and consequent uncertainty."

Colds Melt Away. If you use Krause's Cold Cure. Prepared in convenient capsule form they are easy to take and effect a speedy cure of the most obstinate cases. Price 25c. Sold by Matthews Bros.

Fast Time to Portland. CHICAGO & NORTH-WESTERN RAILWAY.

THE "CHICAGO-PORTLAND SPECIAL" leaves Chicago 6.30 p. m. daily, via Chicago-Union Pacific and North-Western Lines, arrives Portland, Oregon, afternoon of third day. No change of cars; meals in Dining Cars. Buffet Library Cars with barber. Tourist Sleepers daily. Personally conducted excursions every week. The best of everything. The Pacific Express leaves 10.30 p. m. daily. Call on any agent for tickets or address.

RESOURCES. Loans and Investments \$3,175,478.36. Banking House 38,599.64. Cash and Reserve 536,879.19. \$3,750,957.19.

LIABILITIES. Capital 200,000.00. Surplus 500,000.00. Undivided Profits 57,905.29. Circulation 100,000.00. Individual Deposits 2,415,536.98. U. S. Deposits 422,729.39. Due to Banks 54,785.53. \$3,750,957.19.

WILLIAM CONNELL, President. HENRY BELIN, JR., Vice-President. WILLIAM H. PECK, Cashier.

NEW YORK HOTELS. WESTMINSTER HOTEL. Cor. Sixteenth St. and Irving Place, NEW YORK.

For Business Men. In the heart of the wholesale district. For Shoppers. 5 minutes' walk to Wanamakers; 15 minutes' to Singer's; 20 minutes' to Store. Easy access to the great Dry Goods Stores. For Sightseers. One block from B'way Cars, giving transportation to all points of interest.

HOTEL ALBERT NEW YORK. Cor. 11th St. & UNIVERSITY PL. Only one block from Broadway. Rooms, \$1 Up. RESTAURANT. Prices Reasonable.

WINTER RESORT. "Through the Hesperian Gardens of the West" Runs the Luxurious "SUNSET LIMITED." The Finest Thing on Wheels, AND IT TAKES YOU TO THOSE DELIGHTFUL Summer Lands of "California."

Special through trains consisting of sleeping and dining-cars will leave New York every Saturday, Tuesday and Thursday, connecting directly with the "Sunset Limited" at New Orleans. For full information, free illustrated pamphlets, maps and time-tables, and lowest rates, sleeping car tickets and baggage checked, apply to Southern Pacific Co., 109 S. Third street, Philadelphia, Pa.

The Dickinson Manufacturing Co. Scranton and Wilkes-Barre, Pa. Locomotives, Stationary Engines. Boilers, Hoisting and Pumping Machinery. General Office, Scranton, Pa.

WRITTEN GUARANTEE TO CURE. For all skin diseases, including Scabies, Itch, Eczema, Ringworm, etc. Dr. TIGHE, 527 North Sixth St., Philadelphia, Pa.

Connolly and Wallace

SCRANTON'S SHOPPING CENTER.

NO. 199. NO. 199. NO. 199. NO. 199

The above is the number of our famous Connolly & Wallace Special Long Cloth, put up in 12-yard pieces at \$1.50 per piece.

New York Mills. New York Mills. New York Mills

The name of the finest, heaviest and best Bleached Cotton on the market. These are short lengths of from 2 to 10-yard pieces. It is universally sold at 12 1/2 cents per yard. During the White Sale at 8 1/2 cents a yard.

81x90. 81x90. 81x90. 81x90 ATLANTICS.

The above refers to Atlantic Bleached Sheets, size 2 1/4 yards wide, 2 1/2 long. This is well known as the very best brand of sheets to be had and the above is the best selling size. During the White Sale 50 cents each.

CONNOLLY & WALLACE, 127 AND 129 WASHINGTON AVENUE

STATEMENT OF THE THIRD NATIONAL BANK OF SCRANTON. United States Depository. At the close of business Dec. 13, 1900.

Lace Curtain News. Shrewd buyers will take advantage of the special prices made on our entire Lace Curtain Stock. Many small lots at a fraction of their real value.

E. Robinson's Sons Lager Beer Brewery. Manufacturers of OLD STOCK PILSNER.

Heating Stoves, Ranges, Furnaces, Oil Stoves, Gas Stoves, Steam and Hot Water Heaters. GUNSTER & FORSYTH.

Florey & Brooks. ALL SEASONS SPORTS. SKATES SHARPENED. 211 Washington Avenue.

MOOSIC POWDER CO. Rooms 1 and 2, Corn'th B'ld'g. SCRANTON, PA. Filing and Blasting POWDER. Made at Moosic and Bush Lake Works.

DR. DENSTEN. Physician and Surgeon. 311 Spruce St. Temple Court Building SCRANTON, PA.

HENRY BELIN, JR., General Agent for the Wyoming District for DUPONT'S POWDER. High Explosives.

LOVE. Lives only in the present. Nature throws a glamor around youth and maiden, so that although they saw misery and marriage walking hand in hand in every home in the world they would fondly believe that they could marry and defy misery. Young women should be taught to prepare for marriage. They should understand how to preserve their womanly health through the functional changes of maternity. Doctor Pierce's Favorite Prescription is the most effective medicine for the preservation of womanly health and the cure of womanly diseases. It regulates the periods, dries encrusted drains, heals inflammation and ulcerations, and cures female weakness. It prepares the womanly organism for maternity and makes the birth hour practically painless. "Favorite Prescription" contains no alcohol, neither opium, cocaine, nor other narcotic.

A WOMAN'S NERVES. Cares and worries of life are often too much for the delicate nerve organization. Headaches come—distressing, peace-destroying headaches.—But there's a cure. Dr. James' Headache Powders. Soothe and strengthen the irritated nerves—take away the headache almost before you know it. No stupefying, deadening drugs. Nothing that will affect the heart. At all Drug Stores. 4 doses 10 cents.

LIVERITA. THE UP-TO-DATE LITTLE LIVER PILL CURES. Biliousness, Constipation, Dyspepsia, Sick-Headache and Liver Complaint. Sold by all druggists or sent by mail.

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