

NEWS OF THE LABOR WORLD

STOCKHOLDERS OF THE LEHIGH VALLEY ELECT OFFICERS.

Shows That It Is to Be Operated Hereafter as an Independent Road but in Strong Sympathy with the Other Roads of the Syndicate—The D. L. & W. Board for Today. Wreck on the Lackawanna at Bath Was Greatly Exaggerated—To Start School of Telegraphy.

The stockholders of the Lehigh Valley railroad at their annual meeting in Philadelphia, Tuesday, elected new directors representing several other roads, which is taken as an indication that the company is going to remain an independent corporation operated by a combine of interests.

The retiring directors are ex-President E. P. Baker, ex-Vice-President Charles Hartzborn, ex-Vice-President John B. Garrett, Eugene Delano and Robert M. Calloway. The directors elected are Edward T. Stotesbury, Daniel & Co., Joseph Wharton & Sons, Irving A. Stearns, Abraham Naskit and Wilson S. Blood, Alfred Walker was re-elected to the office of president.

Board for Today. Today's D. L. & W. board is as follows: President, Jan. 15, W. H. C. EAST. 8 p. m.—T. F. Heller, 9 p. m.—M. H. Heller, 10 p. m.—J. H. Heller.

WILD CATS, EAST. Thursday, Jan. 17, 12:30 a. m.—W. L. Latta, 2 a. m.—J. J. Duffy, 4 a. m.—G. K. Kinsler, 6 a. m.—J. W. Duff, 8 a. m.—F. L. Rogers, 10 a. m.—E. R. Costner, 12:30 p. m.—J. M. Baskett, 2 p. m.—J. M. Baskett, 4 p. m.—H. J. Larkin, 6 p. m.—F. W. Miller, 8 p. m.—A. F. Miller.

SUMMITS, M.C. 5 a. m.—East—E. McBride, 6 a. m.—West—G. Pomeroy, 7 a. m.—West—W. A. McGowan, 8 o'clock noon, west—J. C. G. G. G., 9 p. m.—East—H. Gilligan, 10 p. m.—West from Cayuga—McLure, 11 p. m.—West from Cayuga—Gibby, 12 p. m.—East from Cayuga—E. Duff.

PULLER. 10 a. m.—F. E. Seer, 2 p. m.—H. H. H., 11:30 a. m.—Moran, 7 p. m.—Murphy, 9 p. m.—Lanning.

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

WILD CATS, WEST. 4 a. m.—J. H. McCann, 5 a. m.—A. E. Ketchum, 6 a. m.—H. H. Hammett's men, 8 a. m.—T. Fitzpatrick, 11 a. m.—G. Duff, 10 p. m.—H. H. H., with J. B. B.'s men, 11 p. m.—M. G. H., with O. H.'s men, 12 p. m.—Hagerty, 7 p. m.—J. E. Masters.

This and That. A number of heavy bridges are in course of erection at various points along the Lackawanna railroad. Lackawanna trains may now resume their usual speed over the new Willow Point bridge west bound track.

C. J. Phillips, superintendent of the Bangor and Portland division of the Lackawanna railroad, spent a few hours in this city yesterday.

General Superintendent T. E. Clarke, of the Lackawanna railroad, was at his desk yesterday after an absence of several days on the Buffalo division.

C. A. Pegley, of the Scranton Business college, has accepted a position as clerk in the division freight and passenger office of the Lackawanna railroad.

J. E. Welsh, traveling passenger and freight agent of the Ontario and Western railroad, returned to Scranton yesterday from a business trip to New York.

The Lackawanna Railroad company has about completed one of the handsomest and best equipped passenger stations on the main line at Binghamton, N. Y.

M. H. Cahill, one of the night dispatchers on the Lackawanna railroad, has returned from a visit with friends and relatives in the West, and resumed his duties.

The Lackawanna Bell, published monthly in the interest of the railroad department of the Young Men's Christian association in this city, appeared yesterday.

It Takes a Remedy of Uncommon Merit to Draw the Unqualified Praise of a Successful Practicing Physician. Dr. J. W. Bates of Corti, N. Y., states: "A most remarkable case has come under my hands of late and has fully convinced me of the wonderful power of Dr. A. W. Chase's Nerve Pills over diseases of the nerves."

yesterday in a new dress, together with several other notable features. The Bell is one of the newest little papers in the railroad world. R. L. Sprout, chief car accountant of the Lackawanna railroad, was called to Saginaw, Mich., yesterday, owing to the serious illness of his mother. His brother is also seriously ill at Pittsburg. E. Boyne, of Hoboken, a clerk in the special agent's department of the Lackawanna railroad, is assisting Chief Adams, for a few days, in familiarizing himself with the duties of his office. A large number of new locomotives for the Lackawanna railroad are expected to be ready for service in a few weeks. The Schenectady locomotive works are turning out a large order for the Lackawanna.

Trainmen Wartel, Tewksbury, Mallin and Baxter spent two weeks in Chicago recently making a study of air brake methods in railway instruction. They went as representatives of the Scranton division. 206-mile ticket \$28, issued in the name of John J. Farrell, good between Binghamton and Washington, has been lost. If presented for passage, Lackawanna conductors are notified to lift same and return to Superintendent Hime.

C. C. Post, general auditor of the Lackawanna railroad, and H. Young, auditor of the freight and ticket accounts, returned to New York yesterday afternoon, after a business trip to the local department of the company. An open meeting will be held at Durr's hall, for the machinery moulders of Scranton and vicinity, Friday evening at 8 o'clock. State Organizer D. M. Shaltup will then form a permanent organization and send for the charter.

The wreck on the Lackawanna railroad at Bath, N. Y., Tuesday night, in which an engine collided with a caboose, was not so destructive as the dispatches sent out from Rochester would indicate. No one was injured, and the damage, caused by the engine, caboose and several cars will not exceed \$150.

A school of practical telegraphy, taking in all the various branches of that work, will be opened in this city in the near future. The head of the school will be Mr. Clement Foster, who now operates the New York Sun wire running into this city, and a thoroughly competent man in every respect. The plant will be equipped with all the latest apparatus for transmitting and receiving telegrams and all sorts of railroad signals and switches. Instructions will also be given in the system employed by the United States signal service.

LUZERNE COUNTY CASES.

They Occupied the Time of the Superior Court Yesterday. The time of the Superior court was taken up almost exclusively yesterday by cases from Luzerne county. After court opened the argument of the Gilron appeal from Wyoming county was completed, and then the Wilkes-Barre cases were taken up. Three cases were argued together. They were Henry Mann & Son, appellants, vs. David Salsbery et al.; Kanter & Cohen, appellants, vs. David Salsbery et al., and I. Saperstein, appellant, vs. David Salsbery et al., all common pleas cases. The cases grew out of the failure of I. Rosenthal & Son, brokers, of Wilkes-Barre, in the summer of 1898. E. F. McGovern appeared for the appellants, and John L. Lenahan the appellees. Other cases argued were:

City of Wilkes-Barre against Elizabeth Stewart, appellant. Charles C. McHugh appeared for the city, and E. W. Davis and E. P. McGuigan for the appellant. In re estate of Joseph Lutzon, deceased; Benjamin Lutzon, by his next friend, W. H. Hines, appellant, W. S. McLean appeared for the appellee, and W. H. Hines for the appellant. In re estate of Merritt O. Carey and others, appellants, against G. F. Schaller, in equity. G. J. Clark appeared for the appellant, and Edward A. Lynch for the appellees.

Fred Goeringer against Henry Schappert, appellant. John McGowan appeared for the appellant, and P. M. Thornton for the appellees. F. A. Phels, Straw & Co., appellants, against J. P. Burns and others. Edmund G. Butler appeared for the appellants, and A. C. Campbell for the appellees.

Estate of Lawrence A. Duffy, deceased; Winifred Duffy, appellant, W. S. McLean and W. R. Gibbons appeared for the appellant, and E. A. Lynch for the appellee. Patrick Haggerty, administrator of Anthony Haggerty, deceased, against the Borough of Pittston, appellant. C. F. Bohan appeared for the appellant, and E. A. Lynch for the appellee.

First Trip of the Florida Limited. The Florida Limited made its first trip south on January 14th, for the season of 1901. It was well filled with tourists for Florida and other Southern resorts, in fact every berth on the train was engaged.

This magnificent train is operated over the Pennsylvania railroad and Southern railway and leaves Broad street station, Philadelphia at 3.15 p. m. daily except Sunday. It runs through solid from New York and Philadelphia to St. Augustine, occupying one drawing room sleeping car, which is detached at Blackville, S. C., and runs to Augusta for the accommodation of travelers to this popular resort and Aiken, S. C. The train is composed of Pullman compartment cars, drawing-room sleeping cars, library, observation and dining cars. There are nine handomely furnished compartments in the compartment cars. Each is complete in itself with every convenience of toilet and luxury of appointment. These royal compartments may be used singly or en suite.

The drawing-room sleeping cars are luxuriously and richly appointed. Each has twelve sections and drawing rooms, in addition to large toilet-rooms. The library car is as handomely furnished as the reading room of a modern club, and the latest periodicals make it a favorite lounging place with travelers upon this royal train.

The dining car is a model of convenience and the cuisine is maintained at the standard of the finest hotels. The observation car, at the rear of the train, might be termed the drawing-room of this palace on wheels. Its sides and ends are almost entirely plate glass, making it a veritable sun parlor. A wide platform enclosed with an ornamental brass railing and lighted with electricity at night forms an attractive adjunct to this beautiful car.

Chas. L. Hopkins, district passenger agent, Southern railway, 825 Chestnut St., Philadelphia, will take pleasure in furnishing all information.

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And low prices on all sorts of Footwear, set the town talking, has made competitors cry, "Going out of business," and we are doing the shoe business of Scranton today. Every day is a bargain day—every day is a busy day. Our goods are of the best make and will bear inspection, and we ask you to compare them with other shoe stores and you will find you can save from 40 to 50 per cent, by buying from us. If you are a shrewd buyer you will not delay.



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. MYER DAVIDOW, The Cheapest Shoe Store, 307 Lackawanna Avenue

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STATEMENT OF THE THIRD NATIONAL BANK OF SCRANTON. United States Depository. At the close of business Dec. 13, 1900. 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 Individual Deposits 100,000.00 Circulation 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.

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