

NEWS OF THE LABOR WORLD

INSTRUCTIONS ABOUT HANDLING AIR BRAKES.

Contained in a Circular Issued by the Officials of the Lackawanna Road—It is Addressed to Conductors, Enginemen and Brakemen. Visit of F. A. Wells, of New York, to the City Recalls an Incident. Make Up of the D. L. & W. Board for Today.

The following instructions for testing and handling air brakes on the Lackawanna railroad, has been approved by the Westinghouse people and adopted by several railroads. It is particularly of interest to local railroads in view of the thorough course of instructions which they are now receiving:

- 1. All cars equipped with air must be switched together and tested before leaving any yard terminal, and a complete test of air cuts must be made at every point where an engine is also connected from the train or an engine connection has in any way been disconnected. It is the duty of conductors, enginemen and brakemen to know that the air cuts in their train have been tested strictly in accordance with these instructions before leaving any yard or terminal where car inspectors local rule and the conductor, enginemen and brakemen must perform the same test at every point where the engine is disconnected from the train or an air connection has in any way been disconnected.

Duffy, 2:45 p. m., H. Bising, 4:45 p. m., J. Swartz, 5:45 p. m., east—F. McDonnell, 7 p. m., east, G. Frounfelker, 9 a. m., west, Nichols, 10 a. m., east—A. Berglund, with H. Deberry's men; 7 p. m., east from Sayona, Edward McMillen; 7 p. m., west from Sayona, three engines, M. L. McLean; 7 p. m., west from Cayuga, Ginsky.

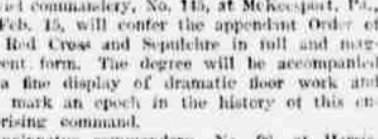
This and That. P. J. O'Brien, traveling car agent of the Washab railroad, with headquarters at St. Louis, was in the city yesterday.

Henry Allen, contracting freight agent of the Nickel Plate railroad, of Cleveland, called on Lackawanna railroad officials yesterday.

A hot-box on one of the coaches in No. 6 train on the Lackawanna railroad caused a short delay yesterday afternoon and attracted a number of on-lookers on the station platform while the repairers were at work cooling it off.

The new car accountants' department of the Lackawanna railroad is now located on the third floor of the First National Bank building, where an entirely new set of office furniture has been placed for the convenience of the employees.

KNIGHTS OF MALTA.



At a commandery, No. 115, at McKeesport, Pa., on Feb. 15, will confer the appendant Order of the Red Cross and Sepulchre in full and honorable membership in the order. The ceremony will be held at 7:30 p. m. at the McKeesport Masonic temple. The commandery is composed of 7 or 8 orders to see that he has control of the train. If conditions permit with safety train should be stopped at the station for a moment, some control. At that regular stop position of engines must be reversed.

PASSENGER TRAINS.

1. Car inspector will see that all hose are coupled together, and that all cut-out cocks and angle-cocks are open, except the rear angle cock of the last car.

2. When engine is coupled on, the engineman will charge all auxiliaries to 70 lbs. pressure, and upon a signal from the car inspector he will make application of brakes, after which the car inspector will go from the engine to the last car, seeing that all brakes are properly applied and that pistons do not travel less than 2" nor more than 8", bearing in mind that it is his duty to keep the piston travel on passenger cars to as near as 6" as possible.

3. Upon arriving at the rear of the train, the car inspector will signal the engineman to release the brakes.

4. It will be the duty of the rear brakeman, as well as the car inspector, to see that the wheels apply and release on the last car, after which the car inspector will return to the engine, looking over all cars to see that the brakes are released.

5. Car inspector will signal to the engineman and conductor when the test is completed and train ready to go, and in no case will the engineman and conductor leave the station until the train is reported ready by the car inspector.

6. Car inspector will adjust the piston travel to 6" on all cars at lay-over points.

FREIGHT TRAINS.

1. Car inspectors, assisted by train crew, will couple all hose, see that cut-out cocks are open and that all angle-cocks are open, except the angle cock on rear of last car.

2. The engineman, when receiving the prescribed signal, will charge all cars to 70 lbs. pressure, and as soon as the reservoirs have been charged to 70 lbs., he will make a service application of 12 lbs.

3. When the brakes have been applied, the car inspector will start on one side and a brakeman on the other side, and go from the engine to the last car, checking all hose and seeing that pistons do not travel more than 2" nor less than 8". During this same time another brakeman must start from the engine and go over the top of the cars and turn up each reservoir. When the last car is reached and the brakes on each car found to be in proper order the prescribed signal will be given to the engineman to proceed. When on the last car is released to a point where the train will stop, the car inspector on one side and a brakeman on the other side of the train will go to the engine, checking all hose and seeing that pistons do not travel more than 2" nor less than 8".

JURY SAID HE IS GUILTY

(Concluded from Page 9.)

them. It appeared from the evidence of other residents of the locality that there had been several rows among the Polish people of the vicinity during that day and evening, and that as soon as the police officers approached, assaulted them. Attorney John M. Harris represented the defendants and George S. Horn assisted Mr. Thomas for the prosecution. The verdict was not guilty.

At adjourning hour Frank Zillinski was on trial, charged with robbery by Charles Ulasky. It is alleged that the offense occurred at North Scranton when both men were returning from a wedding last September. The same alleged to have been taken was \$30.

JUDGE GEORGE S. PURDY.

Oscar Hoffman was charged with having committed an assault and battery upon Joseph Niesiatkiewicz. The parties, who are boys, were quarreling on July 1st, when the defendant struck the prosecutor with a stone. The defendant was found not guilty, and the costs imposed upon the prosecutor, Joseph Niesiatkiewicz. M. F. Conry, esq., defended the accused.

Joseph Uech, of Priebeburg, was arraigned before Judge Purdy for embezzling a boarding house keeper, Charles Fordonski, was the prosecutor. It appears that Fordonski lived at Priebeburg, this county, and claimed that the defendant agreed to pay for the board of a young lady whom he, the defendant, intended to marry. The defendant denied any such arrangement, and said that the young lady never lived with the prosecutor. The jury believed the story of the defendant and his witnesses and acquitted him, placing the costs upon the prosecutor. J. E. Watkins, attorney for Uech, and Assistant District Attorney Gramer represented the commonwealth.

Frank Kofchinski, one of the agents of the Municipal league, was placed on trial for pointing a pistol at John Woelkers. Both parties live on the South side. The defendant, who is charged with the offense, drew two revolvers from his pocket and held them at the head of the prosecutor. The defendant admitted having drawn the revolvers and having held them against the prosecutor, but did so because he feared that the prosecutor, Assistant District Attorney Gramer represented the commonwealth, and Beers & Grambs the defendant. The verdict was not guilty, and Woelkers will pay the costs.

John G. Gilroy was tried on a charge of selling liquor without a license. Robert Wilson, of the Municipal league, was the prosecutor. The attorneys for the league were Colonel F. L. Hitchcock, James Gardner Sanderson and Fred E. Beers, and M. F. Conry appeared for the defendant. The jury returned a verdict of guilty, and the defendant was fined \$100 and costs. The Municipal league, testified that on August 1, with Frank Kofchinski, he went to the place of John G. Gilroy and bought and paid for beer. There were a number of other men in the place at the time, and one of them, known as Kofchinski, and asked them to have a drink on him. They called for beer again, and it was served to them. On two other occasions afterwards he was at the place and saw men there drinking. Subsequently Gilroy was arrested on Lackawanna avenue by the witness, Gilroy resisted arrest and he had to call for assistance to take him to the alderman's office, and also had to draw his revolver. All of the evidence for the commonwealth was not in at adjourning hour.

St. John's commandery, No. 190, at Scranton, admitted four novices on Feb. 13, making their present membership 540. They intend to keep up the 2.00 per day, aided by an exceptionally high percentage of the degrees.

St. Peter's commandery, No. 86, at Tazewell, will celebrate its fourth anniversary on Feb. 25, in their large and handsome council chamber. Several engine and grand officers are expected to be present.

The Twentieth Century Malta Boidler is being organized by the five commanderies in every part of the state, and is doing good work in the hands of those who are interested. Many classes are being organized all over the state for admission during March and April.

GREAT STRENGTH OF FISH.

Their Remarkable Agility Remains the Despair of All Scientists. From the New Orleans Times-Democrat.

"The flight of birds has been studied time out of mind without yielding the first syllable of its secret," said an enthusiastic amateur naturalist of this city, "but it is more mysterious than the movement of fish in water. Their speed, their sudden leaps from fixed positions, their abrupt turns in less than their own length, the extraordinary inertia that enables them to swim against tremendous currents—these and a hundred other things, other things have been the despair of every investigator. We know that such miracles are performed in some manner by movements of the fins and tail, but in ninety-nine cases out of a hundred these organs are altogether too small to account for the apparent power they develop. In less time than it takes me to tell it a three-inch gold fish in a glass globe will upset every law of dynamics in the text books. It does things that are theoretically impossible. While I was in Washington on my vacation last summer," continued the speaker, "a relative of mine, who is a designer in the bureau of naval construction, told me that the department experts had made extensive studies of the movements of different fish, with a view to improving the hull lines of torpedo boats. What little data they secured proved useless when applied to working models, showing conclusively that the real secret had eluded the observer. I have a good-sized tank at home in which I keep a number of small fish, and at different times I have made some curious observations, especially as regards their speed. One of the fish is a young fresh water trout, about five inches long, on several occasions I have watched it with a timing instrument while it was making plunges for flies on the surface of the water. It would approach leisurely at not over six inches to the second, until about half a yard from its prey, and then leap straight for the mark like an arrow from a bow. The intervening distance would be covered in approximately one-tenth of a second. That doesn't sound very remarkable in cold figures, but imagine a steamship jogging along at about five knots an hour, and then, in the twinkling of an eye, increasing its speed to a mile a minute. The feat would be no more astonishing than that performed by my little trout, and what makes the mystery all the greater is the extremely delicate and flexible character of its tail and fins. They seem to offer no purchase worth mentioning against the water; it is as if an ocean liner had a propeller made of gauze; yet, comparatively speaking, they accomplish more than the most powerful machinery ever built by man. When nature gives up the secret, if she ever does, we are apt to see the true submarine boat."

YESTERDAY'S MARRIAGE LICENSES.

Joseph F. Buckley, Scranton; Annie Gerity, Scranton; Samuel M. Miller, Scranton; Rose Elster, Scranton.

COURT HOUSE NEWS NOTES.

The polling place for Elmhurst borough was changed to the office building of Jay Knickerbocker, on Front street, by the court yesterday. Frank Cooper's attorney yesterday moved for a new trial, but the request was denied. Companion was convicted Tuesday of unlawful relations with Miss Hoyle.

Bonahue & Hoyle yesterday began action to recover \$48.40 from the city of Scranton for work done on the North Main avenue, Providence road and Philo street sewer system. In the case of Justice of the Peace Nicholas Glenn attachments were yesterday issued for Frank Shannon and William Douglas, non-paying witnesses, and in the case of Constable Stephen Gilroy an attachment was issued for Dr. John S. Niles, of Carbondale, who was subpoenaed as a witness but did not appear.

THE JAPANESE ASSOCIATED.

By Exclusive Wire from The Associated Press. Berlin, Feb. 13.—Field Marshal Count Von Albedro, telegraphing from Berlin, says the Japanese have given their assent to handing over the Pekin-Shan Hai Kuan railroad to the British.

COKE AND CHARCOAL.

Methods of Making and Uses to Which They Are Put.

From the New York Tribune. "I am often asked," said M. W. Swenson of Wilkes-Barre, Pa., "what coke consists of and what uses it is put to. Coke is coal with the volatile matter burned off, what is left being almost wholly fixed carbon. To reduce coal to coke the coal is put into especially constructed ovens and allowed to burn for about thirty-six hours. Only sufficient air is admitted to the oven to keep the fire going, and this air is only allowed to pass over the surface of the coal. At the end of thirty-six hours the volatile matter in the coal iron have been consumed and the residuum is called coke. It is gray in color and is punctured with air holes.

"Coke is frequently manufactured as a by-product, and a great saving is thus effected. This is especially so in the manufacture of gas, where the heat obtained from the volatile matter is sufficient for the purposes needed. The furnaces in use in the Boston Gas company are constructed so that only the volatile matter will be consumed. The Boston and Maine railroad uses on its locomotives the coke which the gas company thus obtains as a by-product. Coke was originally discovered and brought into use in the manufacture of iron. The manufacture from what is known as a welding heat must be obtained. When you go into a blacksmith's shop you will notice that the blacksmith in heating the iron upon which he is at work plunges it into the deep bed of coals, through which the artificial blast, produced by the bellows, rushes. He gets his welding heat in this lower, deeper-colored flame. He could not obtain it in the flame above. When a welding heat is obtained originally in the manufacture of iron, the volatile matter is lost in the form of a blast, and is consumed for each and every ton of pig iron that is produced. The use of anthracite made it difficult to force the blast through, and interposed a serious and detrimental obstacle to its use. Then some one discovered coke, which answered all requirements. It was cheap. It gave a welding heat. And, because of being porous, it gave free ingress and egress to the vitally necessary blast.

Some coal is of so poor a character that you cannot get a welding heat from it, try as you may. For example, at the blacksmith shops in the coal mines in Colorado, they have to use coal brought from eastern mines to get a welding heat, it being utterly impossible to get it from the Colorado coal. This country is blessed with an enormous supply of coal, distributed over a diversified revenue. For the most part, however, it is of inferior grade. Yet the cost of transportation causes it to be mined. For instance, in Kansas they are going down 400 feet to obtain coal that runs but eighteen inches in the vein. They have to do it, however, it is the only coal they have. Coal is one of the most valuable natural sources of wealth with which mother nature has so bountifully and generously blessed us. It will be an increasing source of revenue, for the shortage in Europe can have no other effect than to broaden the markets for American coal and coke, which will at the same time command better and constantly increasing prices."

It Takes a Remedy of Uncommon Merit to Draw the Unqualified Praise of a Successful Practicing Physician.

Dr. J. W. Bates of Corta, N. V., 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."

"A young lady who was treated for over two years for epilepsy by two doctors was given up to die. I found that her sickness was not epilepsy, but nervous troubles, due to mental derangement, and prescribed four of Dr. Chase's Nerve Pills a day, after meals and at bed-time. Since that time she has not had a single bad spell. Her health has rapidly improved, she has gained about fifteen pounds in weight, and I do not hesitate to state that Dr. A. W. Chase's Nerve Pills have saved her life and restored her to health."

See that the portrait and signature of Dr. A. W. Chase are on every box. Price 50 cents a box, six boxes for \$2.50. Manufactured by the Dr. A. W. Chase Medicine Co., Buffalo, N. Y.

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CHICAGO & NORTH-WESTERN RAILWAY. THE North-Western Limited service, 6:30 p. m. daily to St. Paul and Minneapolis, cannot be excelled and offers the best of everything. Any agent will give you information about it. Three other first class trains from Chicago also—9:00 a. m. Daylight Train, 10:00 p. m. Fast Mail and 10:15 p. m. Night Express. Call on any agent for tickets or address 461 Broadway, New York 435 West St., Cincinnati 507 Clark St., Philadelphia 207 South 1st St., Pittsburgh 227 Washington St., Boston 225 South St., Cleveland 207 Main St., Chicago 212 Clark St., Detroit 212 Clark St., St. Louis 212 Clark St., Toronto, Ont.

Hotel Victoria. Broadway, 21st Ave. and 21st Street, New York. Absolutely Fireproof. Rooms 50c to \$1.00. Bath, hot and cold water, telephone in every room. Cuisine unexcelled.

Electric Lighted Trains. Rooms 1 and 2, Com'ith B'ld'g, SCRANTON, PA.

Mining and Blasting POWDER. Made at Mooloo and Russia Lake Works, LAPLANE & RAND POWDER CO.'S ORANGE GUN POWDER. Electric Batteries, Electric Exploders, exploding blasts, safety Fuse and Repauno Chemical Co.'s EXPLOSIVES.

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DR. DENSTEN. 450 to 455 N. Ninth Street, SCRANTON, PA. Telephone Call, 2333.

Connolly and Wallace. SCRANTON'S SHOPPING CENTER.

Loveliest of Cottons. Cotton Fabrics of 1901. The writer has been gazing at them—drinking in their beauty—marveling at the Connolly & Wallace collection. They represent Textile Art in its most exalted form—the apotheosis of spinning, designing and tinting. The makers of France, Scotland, Ireland, Switzerland, Belgium, Germany and America are fighting the same fight that waged between the mortal Arbane and the goddess Minerva when they contended for supremacy in weaving and embroidering skill. The product of all are outspread on our counters. Accord leadership to whom you please. It is for your fancy and taste to decide. Every yard exemplifies elegance.

- Imported Mouseline De Soie—mere tissues, plain gauzy grounds, with embroidered stripes of self colors, fifteen different shades, price ..... 85c
- Embroidered Scotch Ginghams, one of the strongest and handsomest stuffs in the whole display..... 37 1/2c
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- Mercerized Chev'ots—another new cloth—has the appearance of Mohair Brilliantine, in plain colors only... 50c
- Batiste Brilliantine—shier and flimsy like unto mull—mercerized finish—all in the finest and newest foulard designs, price..... 37 1/2c
- Mercerized Chambray—entirely new—in plain colors only, very rich in effect..... 35c
- Scotch Corded Ginghams, plain grounds d vided by clusters of stripes and cords. 30 designs..... 25c
- Embroidered Swiss, plain colors with white designs, in neat embroidery very new and handsome..... 50c
- Plain Swiss, of a very beautiful quality, with silk embroidered dots.. 85c

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How Wells Became Famous.

The visit of F. A. Wells, of New York, to this city yesterday, recalled an incident in his career that was probably never published. Mr. Wells is the eastern passenger agent of the Baltimore and Ohio Southwestern railway, and while the local representatives of the Central Railroad of New Jersey and Lackawanna railroads in this city. Several years ago he was on a similar visit when Hotel Jermyn was about to be thrown open to the public. Mr. Wells had the honor of being the first guest to affix his signature to the new hotel register. This fact more than pleased John Jermyn and Mr. Godfrey, and was the occasion for a quiet little tete-a-tete at the expense of the millionaire hotel owner and coal operator. It was quite late when the genial party dispersed, and Mr. Wells retired, feeling highly honored at being the first guest to register at such a hotel. About the time he was enjoying the repose and peace of mind that follows in the wake of good fellowship, Mr. Jermyn awakened him and compelled the passenger agent to dress himself and go down to the office and register again. The cause of this unnatural proceeding was due to the fact that some other fellow had written his name above the illustrious name of Wells on the new register, and John Jermyn had torn the page from the book.

D. L. & W. Board for Today. Today's D. L. & W. board is as follows: WEDNESDAY, FEB. 13. Wild Cats, East—8 p. m., T. J. Thompson; 10:30 p. m., A. G. Hammit; 11:30 p. m., J. A. Bush.

THURSDAY, FEB. 14. Wild Cats, East—12:30 a. m., John Hoening; 2 p. m., D. Hammit; 4 p. m., J. Foster; 5 a. m., J. Gerity; 6 a. m., Frank Wall; 7 a. m., A. Ketchum; 8 a. m., H. J. Larkin; 9 a. m., T. Nunnally; 10:30 a. m., P. Gilligan; 11 a. m., E. Loucas; 1 p. m., F. Wall; 2 p. m., J. J.

Library for Easton. By Exclusive Wire from The Associated Press. Easton, Feb. 13.—Andrew Carnegie has promised to donate \$50,000 toward a free library for the Easton, if the people of the city agree to levy an annual tax for the support of the institution.