

NEWS OF THE LABOR WORLD

NEW SWITCH ENGINES RECEIVED BY D. L. & W.

They Will Be Used in This City, Buffalo and Hoboken—The Board for Today—Superintendent Clarke Made His First Trip in His New Private Car—Comment About the N. Y., O. & W. in the Financial Papers—What They Think About Its Future.

The new switch engines now in use on the Lackawanna railroad, which were constructed by the Dickson Manufacturing company, are giving excellent satisfaction. The grade of anthracite is used for fuel. The motive power furnished by the pushers surpass anything heretofore in use here.

The cylinders are 19x24, and the engine has a 180-pound steam pressure, and weighs 120,000 pounds. The weight of the six-wheel connected type, without trucks, and have sloping tanks to enable the engineer to see the switchesmen. The capacity of the tank is 3,500 gallons, and has a capacity of six tons of coal. The weight of the tank is 14,000 pounds.

The firebox is 8 feet wide and 1 foot 6 inches long. The diameter of the boiler is 42 inches, and has 27 tubes. The diameter of the driving wheels is 57 inches. The diameter of the main driving axle journals are 8 1/2 inches. The pushers are also equipped with air brakes, automatic couplers and all other modern appliances.

They are a new type of engine here and the fourteen to be built by the Dickson Manufacturing company will be used at Scranton, Hoboken and Buffalo. The additional freight and passenger engines are expected to arrive here from Schenectady some time in March. They are made from plans prepared at this city and contain features which will make the engines especially adapted to the uses of the Delaware, Lackawanna and Western company.

Comment About the N. Y., O. & W.

The New York, Ontario and Western company continues to occupy a good deal of attention in financial circles. The New York Commercial says: "There is no cessation of the bullish argument as to Ontario and Western. The general sheet for the year ended Dec. 31 shows assets of \$8,075,282, and liabilities of \$8,075,282. Stock, common, \$5,113,282; capital stock, preferred, \$5,000; funded debt, \$16,927,000; rentals due and accrued \$17,700; interest on funded debt due not presented, \$5,720; due for wages, \$118,710; due for supplies, \$57,138; due on open accounts, \$108,216; loans and bills payable; Bank loans, \$100,000; gold notes secured by first mortgage, Scranton Coal company, \$2,400,000; gold notes secured by first mortgage, Elk Hill Coal and Iron company, \$2,000,000; profit and loss current, \$1,623,296. Total, \$8,075,282. The real merit of Ontario and Western as a speculative stock, however, lies in the fact that it is the last remaining independent coal road in its territory, and for that reason is likely to be bought in by other interests.

D. L. & W. Board for Today.

The Delaware, Lackawanna and Western board for today:

MONDAY, FEBRUARY 19. Wild Cats, East—8 p. m., M. J. Hennigan, 10:30 p. m., T. McCarthy.

TUESDAY, FEBRUARY 20. Wild Cats, East—12:30 a. m., D. Kearney; 2 a. m., J. H. Swartz; 4 a. m., H. Babin; 6 a. m., W. W. Fitzgerald; 8 a. m., J. Costello; 10 a. m., F. D. Seeger; 12:30 p. m., D. Wallace; 2 p. m., J. J. Murray; 4 p. m., J. B. Montgomery; 6 p. m., F. Hallett; 8 p. m., F. E. Stevens; 10 p. m., A. E. Muller; 11:30 p. m., G. E. Slaughter; 1 p. m., H. M. Nelson.

Summit, Erie—9 a. m., east, F. McDonnell; 11 a. m., west, G. Froelicher; 9 a. m., west, W. H. Niblett; 11 a. m., east, A. Englund; with High Delerly's men; 7 p. m., east, from New York, Latimer, with E. McAllister's men; 7 p. m., west, from New York, Latimer.

At 8 a. m. Frank Laughlin, of this city, has been appointed roadmaster of the Wyoming division of the Lehigh Valley railroad in place of Thomas McKeown, resigned. James Harley was appointed assistant roadmaster. Mr. Laughlin began at the bottom and by strict attention to duty and his ability to please both employer and employee he succeeded in obtaining the advancement. He is conceded to be one of the best roadmasters in the state. Mr. Harley is also well known. He is capable, deserving and has many friends—Wilkes-Barre News.

PASSING OF THE ASHMAN COMPANY RECENTLY FORMED TO CARRY GARBAGE.

It is known as the Municipal Improvement and Contracting Company—What It Proposes to Do.

The day of the colored ashman, with his rickety ash cart and decrepit horse, is past. No longer will citizens watch with dismay the slow progress of the wagons down the street, followed by a trail of ashes and refuse, for the edict has gone forth that the old-style carriers of ash must give way to the more modern concern, a stock company consisting of men of prominence.

The Municipal Contracting and Improvement company is the name of the organization which promises to metamorphize things. The stockholders are W. E. Lanigan, A. E. Redford, J. Z. Boland, A. E. Dunning, A. N. Walker, and C. H. Van Buskirk, soliciting agent.

In place of the old dilapidated cart, a well-built, brightly painted, covered wagon of an improved dump-cart style will appear. Instead of the ill-fated animal, called by courtesy a horse, two well-fed and large-limbed horses will be attached to each wagon.

The new company will have a dozen wagons in operation by the first of March, to accommodate 500 persons who have signed contracts to use them, and as many more at the close of the month as the number of subscribers warrant. The company has received a license from the board of health to carry garbage, whereas the ashmen now in vogue merely have wagon licenses.

While the great majority, or all, of the ashmen will be forced out of business, the new company will be generous and give many of them employment on their wagons.

Wherever the subscribers do not have ash carts, the company proposes to place big disinfectant sheet-trucks. All the garbage and refuse will be burned in the crematory until the company can erect a building of its own for this purpose.

The Municipal Contracting and Improvement company promises that the amount of sickness and death will be less if operation there will be no more papers blowing around the streets, no refuse and garbage dumped promiscuously about, but that everything will be cleaned up, carried away and buried before the germ-charged rubbish has a chance to get in its work. In Toronto, Toledo, Cleveland and other towns where similar hauling have been instituted recently, sickness and death have been decreased sixty per cent.

W. S. Langstaff left yesterday for Pittsburg to secure the wagons for the new concern.

OPPOSITION HAS ARISEN. Judge Buffington Says the New Court District Is Unnecessary.

New opposition has developed to the Middle District Federal court bill. Judge Joseph Buffington has been called against it and proposes to go before the senate committee Thursday, and argue against its necessity.

Congressman Connors proposes to meet his arguments and has summoned a number of its local supporters, by telegraph, to be present at the hearing. Ex-City Solicitor James H. Torrey is one of those who will go to the hearing. President Judge E. W. Archbold is also likely to attend.

The friends of the measure here are confident that they can meet and overcome any arguments that may be advanced against the necessity of the new district, even though such arguments are advanced by such an able and influential man as Judge Buffington.

Children

Have "eyes bigger than their stomachs," according to an old saying. They overeat themselves, and are tempted by all sorts of injurious and indigestible edibles. As a consequence the foundation of serious stomach trouble is often laid in childhood.

For children with "weak" digestion or whose stomachs are diseased, Doctor Pierce's Golden Medical Discovery may be confidently recommended. It cures diseases of the stomach and other organs of digestion and nutrition, so that the nourishment contained in food is perfectly assimilated and the puny child is built up by food into a condition of robust health.

Dr. Pierce's Golden Medical Discovery contains neither alcohol nor narcotics. Accept no substitute for "Golden Medical Discovery." There is nothing "just as good" for diseases of the stomach and other organs of digestion and nutrition.

Mrs. Ella Gardner, of Waterbury, Middlesex Co., Va., writes: "My little daughter is enjoying splendid health. I am glad to find a doctor who could cure my child. Whenever she feels badly I give her Dr. Pierce's Golden Medical Discovery and she is soon all right. She took twelve bottles of the 'Golden Medical Discovery,' eight bottles of 'Pierce's' and one bottle of Dr. Lee's Catarrh Remedy and she is well. We thank God for your medicine."

Dr. Pierce's Common Sense Medical Adviser, in paper covers, is sent free on receipt of 21 one-cent stamps, or pay expense of mailing only. Address Dr. R. V. Pierce, Buffalo, N. Y.

The Fountain of Youth

"I feel like a boy again!" exclaimed Geo. W. Attridge, a man 67 years old, after a three weeks' course of DUFFY'S PURE MALT WHISKEY. And he looked it too. The rays of health in his cheeks, the youthful firm and brightness in his eyes, and in his walk there was all the light-hearted buoyancy and vigor of his early manhood. A miracle? No; it was the effect of DUFFY'S PURE MALT WHISKEY, which is doing every day for the feeble and ailing who use it as a tonic and stimulant. It cures like magic.

Abram E. Elmer, of Utica, is 119 years old, and has taken no medicine except Duffy's Pure Malt Whiskey for twenty-five years.

It is the only Whiskey taxed by the Government as a medicine. This guarantees its purity and goodness, or direct, \$1.00 a bottle. Refuse substitutes. Send for free medical booklet.

DUFFY'S PURE MALT WHISKEY CO., Rochester, N. Y.

west from Cayuga, three engines, James Gintley; 7 p. m., west from Cayuga, Melane. Puller—F. E. Seese. Pushers—8 a. m., M. Gintley; 11:30 a. m., No. 1; 7 p. m., M. Gintley; 9 p. m., Lanning; 10 p. m., Passenger Engine; 9 p. m., Gaffney; 7 a. m., Singer; 5:30 p. m., Stanton; 7 p. m., Magovern. Wild cats, east, from Buffalo: 11:30 a. m., C. Kingsley; 7 a. m., J. E. Masten; 10:30 a. m., F. Wall; 1 p. m., Ketchum; 3 p. m., J. Masten; 4 p. m., J. H. Masten. John Gintling; 6 p. m., J. H. Masten.

NOTICE. Conductor M. J. Hennigan will call at trainmaster's office this afternoon, Feb. 18.

Brakeman F. Ketchum reports for duty with Frank McElhenny.

This and That.

The old round house in the Lackawanna yard is being torn down to make room for straightening the switches leading into the coal chutes.

A number of engineers from the Buffalo division arrived in the city yesterday to confer with local men on matters pertaining to the Brotherhood.

Grand Master Sargent, of the Brotherhood of Railroad Firemen, has not yet arrived, at least his whereabouts are not known.

Conductor Superintendent T. E. Clarke, of the Lackawanna railroad, made his initial trip to New York yesterday on his new private car "Minikahda." He was accompanied by Master Car Builders L. T. Connelley and Superintendent Car Services M. B. Casey. The car was attached to No. 26, leaving here at 8 a. m.

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CONDITION OF LOCAL MINES

FACTS SHOWN IN MINE INSPECTOR'S REPORT.

Inspector H. O. Prytherch, of the Second Anthracite District, Has Completed His Report and Forwarded It to Bureau of Mining. Matters Are About the Same as in 1899, with the Exception That a Big Slump in Output Was Caused by the Strike.

Mine Inspector H. O. Prytherch, of the Second Anthracite District, yesterday completed his report for the year 1900, and last night forwarded it to the bureau of mining. It consists of his annual statement and a number of tables, and shows the existing conditions were much the same as in 1899. His comparison between the results in 1899 and 1900 is as follows:

In 1899 the following list of accidents was returned: Fatal, 49; non-fatal, 150; total, 199. The tables which accompany and form a part of the report show the following to be the list for 1900:

Fatal, 55; non-fatal, 152; total, 207. By comparison we find for 1900 an increase of 6 fatal accidents, an increase of 2 non-fatal accidents and a decrease of 1 in the list of total accidents. We would remark that during 1899 one accident only by which two lives were lost at the same time occurred, while in 1900 an accident resulted in the loss of four lives, and two by which two lives each were lost occurred. Perhaps this will partly explain the increase in the fatal list. Hence it will be seen that the number of fatal accidents in the years under comparison are the same, but those of the latter claim six more victims.

The total production of coal for 1900 shows a decrease of 245,226 tons and an increase of 1,368 in the total number of persons employed in and about the mines.

The decrease in the production was caused by the general strike of the non-union miners and a decrease in the number of employees in the district during the year.

REMARKS ON THE ACCIDENTS. It will be seen that in addition to the tables which have accompanied these reports, tables of percentages have been prepared in order to show in a more conspicuous manner the causes which result in the greater part of the accidents, as well as the class or classes of employees which contribute to the list of victims.

An "explosion of gas" in a mine, resulting in the loss of a number of lives together or at the same time, attract wide attention, while the every-day accidents from "falls of roof and coal" occur almost unnoted. The tables referred to show "falls of roof and coal" to be responsible for 55 per cent. of the fatal accidents and 41 per cent. of the total accidents.

Following the tables of percentages further it will be seen that miners make up 45 per cent. of the victims of fatal accidents and 32 per cent. of the total accidents.

Laborers, 26 per cent. of the fatal and 25 per cent. of the total accidents.

These two classes of workmen, the miners and laborers, work in close contact, in fact together, and if one interpretation of the provision of the mine law be correct the miner is, to a great extent, responsible for the safety of his laborer.

These two classes together make up 72 per cent. of the victims of fatal accidents and 57 per cent. of the total accidents. Inasmuch as "falls of roof and coal" are responsible for 55 per cent. of the fatal and 41 per cent. of the total accidents, we feel that the provision of the anthracite mine law, 1891, guarding particularly against this class of accidents should be quoted.

"Article XII, Rule 14—Any person having charge of a working place in any mine shall keep the roof and sides thereof properly secured by timber or other material, so as to prevent the roof and sides from falling. And he shall not do any work or permit any work to be done under loose or dangerous material, except for the purpose of securing the same."

PLACE MUST BE SAFE. Again, Article XII, Rule 24: "Under no circumstances shall any person be allowed to work in a mine until the roof and sides thereof are properly secured by timber or other material, so as to prevent the roof and sides from falling. And he shall not do any work or permit any work to be done under loose or dangerous material, except for the purpose of securing the same."

The rules quoted guard in a particular manner against accidents from "falls of roof and coal" and if these provisions, accidents from this cause would be materially reduced.

This matter has received much attention during the inspection made of the mines of this district in 1900, and from our observations we have concluded that a very large number of miners are unaware of these provisions or are careless in their observance.

The fact that 81 of the total accidents are classed under that heading fully justifies in calling attention to this subject, and it is our duty to stir a cooperation on the part of the coal-mining industry, mine foremen and superintendents to guard diligently against accidents from this source and by so doing we can hope to reduce the accidents.

A suggestion follows that in addition to the extracts from the mine law, the sections of the law applying to the duties of the several classes of persons employed about the collieries be printed in separate sheets and liberally distributed, as it would have a beneficial effect, as the miners, drivers, pumpmen, etc., would thus be kept advised of the provisions of the law covering their own particular duties.

The annual mine foremen's examinations for this district were held May 11-12, 1900, in the city hall, and the following persons recommended to the board of examining mine foremen's certificates: Richard R. Hughes, H. J. Davies, Mathias Clements and Thomas Edwards. Nineteen persons were recommended to receive assistant foremen's certificates.

PRODUCTION OF COAL.

Table A, showing the production of coal in tons during 1900, is as follows:

Table A: Production of coal in tons during 1900. Includes Delaware, Lackawanna and Western Railroad, Asotin Coal Co., etc.

Total production, 4,429,412 tons. Sold by railroad to market, 2,870,728 tons. Sold at mines for local use, 304,952 tons. Consumed to generate steam, 253,689 tons.

Total, 4,429,412 tons. Table B, showing the number of fatal accidents and tons of coal produced per fatal loss is as follows:

Table B: Showing the number of fatal accidents and tons of coal produced per fatal loss. Includes Delaware, Lackawanna and Western Railroad, Asotin Coal Co., etc.

Total, 4,429,412 tons. Table C, showing the number of fatal accidents and tons of coal produced per fatal loss is as follows:

Table C: Showing the number of fatal accidents and tons of coal produced per fatal loss. Includes Delaware, Lackawanna and Western Railroad, Asotin Coal Co., etc.

Total, 4,429,412 tons. Table D, showing the number of fatal accidents and tons of coal produced per fatal loss is as follows:

Table D: Showing the number of fatal accidents and tons of coal produced per fatal loss. Includes Delaware, Lackawanna and Western Railroad, Asotin Coal Co., etc.

Total, 4,429,412 tons. Table E, showing the number of fatal accidents and tons of coal produced per fatal loss is as follows:

Table E: Showing the number of fatal accidents and tons of coal produced per fatal loss. Includes Delaware, Lackawanna and Western Railroad, Asotin Coal Co., etc.

Total, 4,429,412 tons. Table F, showing the number of fatal accidents and tons of coal produced per fatal loss is as follows:

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Total, 4,429,412 tons. Table G, showing the number of fatal accidents and tons of coal produced per fatal loss is as follows:

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Total, 4,429,412 tons. Table H, showing the number of fatal accidents and tons of coal produced per fatal loss is as follows:

Table H: Showing the number of fatal accidents and tons of coal produced per fatal loss. Includes Delaware, Lackawanna and Western Railroad, Asotin Coal Co., etc.

Total, 4,429,412 tons. Table I, showing the number of fatal accidents and tons of coal produced per fatal loss is as follows:

Table I: Showing the number of fatal accidents and tons of coal produced per fatal loss. Includes Delaware, Lackawanna and Western Railroad, Asotin Coal Co., etc.

Total, 4,429,412 tons. Table J, showing the number of fatal accidents and tons of coal produced per fatal loss is as follows:

Table J: Showing the number of fatal accidents and tons of coal produced per fatal loss. Includes Delaware, Lackawanna and Western Railroad, Asotin Coal Co., etc.

Total, 4,429,412 tons. Table K, showing the number of fatal accidents and tons of coal produced per fatal loss is as follows:

Table K: Showing the number of fatal accidents and tons of coal produced per fatal loss. Includes Delaware, Lackawanna and Western Railroad, Asotin Coal Co., etc.

Total, 4,429,412 tons. Table L, showing the number of fatal accidents and tons of coal produced per fatal loss is as follows:

Table L: Showing the number of fatal accidents and tons of coal produced per fatal loss. Includes Delaware, Lackawanna and Western Railroad, Asotin Coal Co., etc.

Total, 4,429,412 tons. Table M, showing the number of fatal accidents and tons of coal produced per fatal loss is as follows:

Table M: Showing the number of fatal accidents and tons of coal produced per fatal loss. Includes Delaware, Lackawanna and Western Railroad, Asotin Coal Co., etc.

Total, 4,429,412 tons. Table N, showing the number of fatal accidents and tons of coal produced per fatal loss is as follows:

Table N: Showing the number of fatal accidents and tons of coal produced per fatal loss. Includes Delaware, Lackawanna and Western Railroad, Asotin Coal Co., etc.

Total, 4,429,412 tons. Table O, showing the number of fatal accidents and tons of coal produced per fatal loss is as follows:

Table O: Showing the number of fatal accidents and tons of coal produced per fatal loss. Includes Delaware, Lackawanna and Western Railroad, Asotin Coal Co., etc.

Table showing production of coal in tons for various companies like Scranton Coal Co., Mt. Pleasant Coal Co., etc.

NUMBER OF ACCIDENTS.

Table C shows the number of fatal and non-fatal accidents and the number of tons of coal produced per accident.

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No. tons coal produced per accident. Table D shows the occupations of those killed or injured.

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Table E shows the occupations of those killed or injured. The miners and laborers, of course, bore the brunt of the disasters.

Twenty-five miners and fourteen laborers were killed and forty-seven miners and thirty-seven laborers were injured. Seven drivers were killed and twenty-five injured. The remainder of the casualties were about evenly divided among outside laborers, statisticians, engine drivers, surveyors and company men inside.

In Table F the nationalities of the persons killed or injured are shown. Fourteen foreigners, thirty-three natives, and eleven Irish were killed and thirty-six injured. These were the maximum losses suffered by any one nationality.

In the report Inspector Prytherch says: "The following remarks on the accidents are justified by the figures of the several tables. The injured are divided as follows: Citizens, 86; aliens, 24; married, 32; single, 25; therefore, 52 widows and 90 orphans are left without support as the result of the fatal accidents in this district during the year 1900.

The following percentages also hold good: Cause of accident. Fatal. Total. Fall of roof and coal, 55.5. Explosion of gas, 3.6. Explosion of blast, 8.6. Mules, 0.9. Cars, inside, 14.9. Cars, outside, 2.6. Falling down shaft, 12.7. Breaker machinery, 1.9. Miscellaneous, inside, 0.9. Miscellaneous, outside, 2.9.

PHILLIPS HAS A PLAN.

D. L. and W. Tracks Can Be Removed from Lackawanna Avenue. Remedy That He Suggests.

City Engineer Joseph Phillips believes that it is possible for the Lackawanna railroad to abandon the two tracks which cross Lackawanna avenue, and which form what is generally termed the Y and he will so advise councils in reply to the resolution adopted at last Thursday night's meeting.

Mr. Phillips believes that the company by the construction of a branch from its main line, about midway between the West Lackawanna avenue and Tripp Park crossings, could easily dispense with the Y without any very serious interference with its business.

The Y tracks at present are used to connect with the company's Mifflin avenue switch, and Green Ridge freight station and also for the transfer of coal from the Diamond mine.

The construction of such a branch as Mr. Phillips has proposed would remove the building of a viaduct or resting on the main line of the company between the Lackawanna avenue and Tripp crossings runs for the most part on a road bed about half way up the side of a hill.

It is understood that when Mr. Phillips' statement regarding this matter is presented that councils will appoint a committee to wait upon President Truesdale, of the company, and ask that he give the question of the removal of the two tracks from this city's busiest thoroughfare his careful and weighty consideration.

The city engineer has also been requested to furnish plans for and an estimate of foot bridges over the tracks, so that councils if they see fit may authorize their construction. In case the Lackawanna company will not consent to a removal of the tracks, which have come to be a great annoyance to the thousands of people on foot, on street cars and on vehicles who use Lackawanna avenue at this point every day.

PRESENTED WITH WATCH.

Retiring Foreman Whalen Generously Remembered by Employees.

John E. Whalen, the retiring general foreman of the Delaware, Lackawanna and Western machine shops, was Saturday night presented with a handsome watch, chain and charm set by the employees of his department. The presentation took place in the parlors of the Grand Central hotel and the speech in behalf of the donors of the gift was made by John U. McEwen.

Mr. Whalen responded in a short speech, in which he expressed his appreciation of the honor done him. Refreshments were then served, after which a splendid program of vocal and instrumental music was rendered. Among the entertainers were William W. Torney, Hugh Jeffreys, William Needham, the Electric City quartette, Frank Dietrick and John Walker.

Foreman Edward Fitzsimmons, of the boiler shop, Frank Wren, Charles Waid, Perry Thomas and Mr. Phillips responded to toasts. Foreman Whalen was in charge of the machine shops for about a year and a half.

Advertisement for Connolly and Wallace, featuring a large logo and the text 'SCRANTON'S SHOPPING CENTER.'

THIS STORE needs no general advertising now-a-days. We have done with that. You ask for news and that it shall be daily talks about new things we have for personal and household use; daily talks about special prices at which you can buy very many things that you need now or presently. The store is as newsy as your favorite newspaper, and each day's batch is worth reading—every word of it. We do not talk of paltry lots, but even big lots go out quickly, so if you would be sure to get your share of any article we tell of, come during the day the news is printed.

A Connolly & Wallace Method of Marking Embroideries.

There have been busy days among the Embroideries. The resultant short lengths and broken assortments now have their day. Take that literally. In addition to our broken assortments we have added large lots of short lengths in Edgings and Insertings, ranging five and six yards to a piece, bought from the makers at half price to close. These Embroideries are the wanted kinds, and at the special prices should be gone before the week is out. There are six groups, marked thus:

- 8c yard for all 10c and 12 1/2c qualities. 10c yard for all 15c and 18c qualities. 12 1/2c yard for all 20c and 22c qualities. 15c yard for all 25c and 30c qualities. 20c yard for