

NIGHT SCHOOL

DAY SCHOOL

Lackawanna Business College

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OFFICE OPEN DAY AND EVENING FOR THE ENROLLMENT OF STUDENTS IN

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J. E. BLOOMER, Manager and Principal.

Carbondale Miners' & Mechanics' Savings Bank.

Capital = \$100,000.00
Surplus = \$100,000.00

Savings and General Bank Business.

Monday Morning, Sept. 2,

The Pugliano Bros. Handsome New Building

—was—

Opened for Business.

The Store is stocked with the choicest goods, imported and domestic, and the Restaurant provides the finest imported brands of wines, etc.

The public is cordially invited to visit us in our new surroundings all of our old friends will be warmly greeted and it will be our pleasure to make new friends and show them every courtesy.

PUGLIANO BROS.,
96-98 Dundaff Street.

The Gravity Railroad.

By JOHN McCOMB.

THE following description of the gravity system of railroading is a valuable contribution to the reminiscences of Carbondale, and written, as it is in Mr. McComb's clear, lucid style, it will be of interest:

No. 28, on the Delaware and Hudson Canal company's gravity railroad system, was the most important of all the planes operated between Olyphant and Honesdale.

Located in the Second ward, on the prominent bluff which is easily seen from the municipal building, looking west, it was a landmark well known and well remembered by all Carbondale's people and visitors, by reason of its signal whistle being used as our fire alarm. Thousands of our people well remember the intonation of that ear-piercing song, who never investigated the process of transporting black diamonds from the Lackawanna valley to the canal at Honesdale.

To the people of Carbondale No. 28 was known more familiarly as "Davies' Head," owing to the fact that the engineer who had most of them from the time the road was built in the fifties were members of the Davies family. Twenty years ago Mr. E. V. Davies handled the levers. His service there was of long duration and covered a period before and after the time of which I speak.

Drawn Up by Cable.

No. 28 operated two inclined planes. The roadbeds of each can be seen now. The one on the upper side was known as the "north plane." It was nearly five hundred feet long. The one on the lower side was designated as the "south plane," and was ten hundred and eighty feet long. On the north plane was operated most of the coal then brought by locomotive power from the Erie breaker, situated about two miles south of our city; also part of the coal prepared at the Coalbrook breaker, situated one-half mile north of our city, and then known as the largest breaker in the world. In addition to the coal, a large number of empty cars, which daily accumulated at the transfer pockets, were taken back to the gravity road by means of the north plane.

On the south plane was operated the greater part of the coal brought from the different mines between Wilkes-Barre and Carbondale; also the passenger and freight trains which were run between Carbondale and Honesdale.

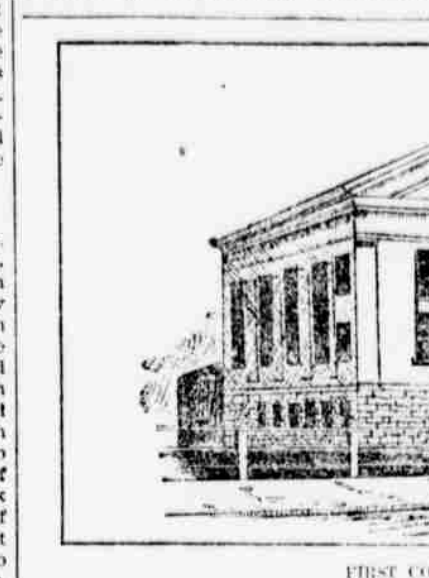
Six men were required to run the coal over the head of Davies' plane. One engineer and his assistant worked on the inside, and four men, called runners, handled the cars on the outside.

North and South Planes.

The cars were drawn up the south plane by means of an endless steel cable, one and one-fourth inches in diameter, which passed over a four-foot sheave wheel at the lower end of the plane, in a pit immediately below the surface of the roadbed. The sheave wheel was set on a carriage. The carriage frame was mounted like a truck on four small wheels, and the wheels set on a little track in the pit. To the rear end of the carriage a cable was attached as a tension. The tension cable was adjusted over a series of grooved pulleys and connected with a large box of stone hung in a frame at the side of the track in the pit. That box of stone acted as a counter weight, and was a very valuable adjunct to the equipment of a gravity plane.

At intervals of thirty feet grooved pulleys in pairs, were placed in the center of the track on the plane to prevent the cables from touching the roadbed. Old employees of the gravity system well remember what happened when the footman put the wrong twist in the sling. For then the cable was liable to generate fire as the cars would ride the pulleys on one side, and one running up and the other down the plane the friction would make things hot. At the head of each plane was a drum, nine feet in diameter, around which the cable was coiled a

link attached to the cross-sill of the car at the head of the trip. By pulling a wire which traversed the length of the plane, he sounded a signal-bell in the engine house. The engineer started his machinery slowly, and the cable began to unwind on one side of the drum and to wind up on the other. As the cone at the foot of the plane moved from under the forward end of the front car, the footman inserted the other hook of the sling into one of the links of the cone. As soon as the chain stretched taut, and the five cars were stretched out, their weight would stop the engine for an instant, and the balance box on the tension cable would take up the slack in the cable to which the trip was attached. The momentary stop would enable the engineer that the trip was hooked on. Then he gradually pulled his throttle and let on a full head of steam, and, in less than one minute, he saw the top rail of the forward car looming into view as the



FIRST COURT HOUSE.

trip neared the angle at the head of the plane. The sight of the cars was the engineer's signal to shut off steam.

Disconnecting the Trip.

As the forward car reached the angle, a man, who had taken position on a slight elevation placed there for the purpose, jumped on the front truck, stepped on the bumper, took a firm hold of the top rail of the car with his left hand, reached down and grasped the hook of the sling firmly with his right hand. By that time the engine and cable had stopped. The momentum of the trip caused the sling to slack off, and the headman, taking advantage of it, would disconnect the hook from the car and the cone. Then assuming an erect position, he would give the sling a dextrous jerk, and, by lifting his arm at the same time, the lower end of the sling was made to curl up like a snake. That movement caused the sling to land on top of the car, and the hook farthest from his hand to hang over the side of the car, convenient for the footman at the next plane to grasp.

About the same time that the headman mounted the forward car, one of the runners would jump on some one of the cars in the trip and apply the compound-lever brake, and thus stop the trip a short distance from the head of the plane, and there connect it with other trips, until a train was made up. These trains were from time to time run over the trestling which crossed the city, and stopped at the foot of No. 1, from whence they ascended the mountain by a series of eight more inclined planes. They then descended the mountain into Waymart by four inclined planes, which were operated by huge fans instead of engines, and from there they traversed the "ten-mile-level" by gravity into Honesdale, sixteen miles away.

The cars traveled about one hundred feet while the headman performed his work, as described above, and, if

voluntarily qualifying themselves for the occupation of running cars, and by the time they were strong enough to endure a full day's work they were expert enough to consider themselves immune from the danger which jeopardizes clumsy men around a railroad. And accidents were of rare occurrence.

NEWS OF THE DAY.

Thomas Walsh, an actor from Scranton, thought to help along the excitement near the park, during a full yesterday afternoon, and taking a position on one of the benches, proceeded to "throw a fit." He was writhing in well-feligned agony on the greenward, with a much-exalted and rapidly-growing crowd about him, when an acquaintance, a young man named Emmet Gurrell, came along and thinking to add to the fun of the thing, commenced to rain ungentle kicks on the shaming epileptic. Walsh had to quit his fit and buy the drinks.

Carbondale's fiftieth anniversary was the birthday of two Carbondale boys. The respective fathers are J. J. Collins, of Salem avenue, and E. A. Kelly, of the drugist.

As the 7.10 Delaware and Hudson



train was pulling out last evening, a woman fell from the platform, struck the ground on her knees and fell unconscious across the rail.

Billy Byrne, who was on the depot platform, saw the woman fall, and, rushing forward, dragged her from her perilous position just in time to save her from being crushed beneath the wheels of the rear truck.

The woman's thumb was broken by falling against the rail. This and a few bruises was the extent of her injuries. She refused to give her name or residence.

E. E. Hendricks lodge, Brotherhood Railroad Trainmen, conducted a picnic at Kelleys' grove during the afternoon and evening, which was very largely attended. Grand Chief P. H. Morrissey was expected to be present, but was detained by official business in the West.

Through street cars from Scranton brought hundreds of visitors. The large new open cars were used and the trip each way was made in an hour and three-quarters.

OLYPHANT

Sun Brothers' shows will appear here today. A performance will be given this afternoon and evening. At noon a street parade will take place. Admission to the shows, 15 and 25 cents.

The public schools will open this morning for the fall term.

The S. S. S. of Poockville, will give a social in the Grand Army of the Republic hall this evening.

Rev. Ellis Roberts has resigned his pastorate of the Calvinistic Methodist church. Mr. Roberts preached his farewell sermon Sunday evening.

A boy's coat was found on a fence, near the end of the street car line, on Dunmore street. Owner can get the coat by calling at Rogan's store.

Miss Grace Edwards is home, after a visit with relatives at Pittston.



CHURCHES IN CARBONDALE, 1842. (From an Old Print.)

sufficient number of times to exceed the length of the plane. For the south plane the drum had forty coils.

Six large cylinder boilers, thirty-five inches in diameter and fifty feet long, furnished steam for a pair of one hundred and fifty horse power, high pressure engines, which connected with the drum by spur and pinion wheels, and thus hoisted the cars.

The Engineer.

While on duty the engineer occupied a platform nearly ten feet above the bed-plates of his engine, and he had the whole of the gearing under his eye when he chose to look at it. From his position he had a view of the cars at the foot of the plane, and could see them before they reached the angle at the top of the plane. He also had a full view of them until they were detached, provided the headman unhooked right-handed.

Five cars at a time were drawn up the plane. They constituted a "trip." The capacity of a car was six tons.

A chain about six feet long, made from three-fourths inch round iron, having a large hook at each end, and weighing about forty-five pounds, was used to attach a trip of cars to the cable. The chain was called a "sling." There were at that time about one thousand such slings in use.

Four large, long, wrought-iron links connected together were inserted in the cable, both at the head and the foot of the plant. The combination of links was called "the cone." When coal was being hoisted a man at the foot of the plane placed one of the hooks of the sling in

nothing hindered him, not more than half a minute would pass from the time he stepped onto the car truck until he was off again. Much agility, dexterity and practice, were required to make a man efficient in doing the work of unhooking, for the cars came over the angle at an average speed of twenty miles an hour. When they were working full time on the road this operation was repeated over five hundred times a day.

Engine Reversed.

As soon as the engineer saw the sling disconnected from the cone, he would reverse his engine and start it again without any signal from the foot, and another trip would be on its way up the plane before the headman had fairly dismounted from the car.

Coal was operated in this manner the year round. And during wet or dry, warm or cold weather, the same process was adhered to, regardless of the dangerous footing caused by snow and ice in winter, and pelting storms in the spring and summer.

The men on the gravity road began work at 6 a. m., and continued until the complement of coal was run over the line, sometimes late into the night, and no stop was made for meals.

In case of a delay caused by a break in the machinery, or a "smash-up" on the run, or any other accident, the men assisted in getting the coal running again, and they would continue at their labor until the road was clear of obstruction.

Notwithstanding the hazard to life and limb, there were always boys

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OUR 20 DAY OFFER:



We will deliver and connect, Free, providing an unreasonable amount of gas piping or expense may not be necessary, any gas range we have in stock. Ranges sold for cash. A match and a turn of the wrist and you have a fire strong enough for all requirements.

200 FIRES FOR 2 CENTS

A New Gas Arc

Only cost 3 cents an hour to burn it. It is 500 candle power. An ornament to any store.

We also carry Welsbach, Kern, DeLery and Matchless Burners, Chandeliers, Portable Lamps and Heaters, Hot Plates, Bread Toasters, Etc., Etc.



Carbondale Gas Co.

Anthracite Block.

HISTORY OF CARBONDALE

(Continued from Page 2.)

of the Wurt's Guards, the survivors of which appeared in yesterday's parade, and below are the names of the company commanded by Captain Brennan:

- Major of Company F, Twenty-fourth Regiment of Pennsylvania Militia, September, 1862: Captain—James A. Brennan.
- First Lieutenant—Thomas Cogan.
- Second Lieutenant—Michael Dughlin.
- First Sergeant—Mark Duffy.
- Sergeants—John Ward, Patrick Bridget, Patrick McFarry, John Kelly.
- Corporals—William Crowley, John H. Crowley, Martin Gearty, John Gallagher, John W. Buley, Patrick Gallagher, Edward Christian, Thomas Mooney.
- Musicians—Michael Gallagher, Edwin Bose.
- Privates—Thomas Barrett, Lawrence Brennan, John Brennan, Daniel Boyle, John H. Barrett, Martin Barrett, James Brown, Patrick Carroll, Michael Duffy, Patrick Dockety, Martin Earley.

The First Store.

In contrast with the buildings of today and of fifty years ago, attention is called to the cut in this edition of the first frame store. It was built by Salmon Lathrop in 1858, and it was in it that William M. Richmond, of Richmond Hill, Scranton, began his business career. The one-story addition, designated shoe shop, was Carbondale's first postoffice.

In closing this brief summary, as it were, of Carbondale's history, attention is directed to the picture of No. 1 plane, of the old gravity road. The Gravity was abandoned in 1898, and with its removal departed the most historic feature of Carbondale and the strongest reminder of primitive days.

The People's Shoe Co. THE UNCLE SAM SHOE Co. UNCLE MADE

Have been in existence just three years this September and the reputation they have gained for honest dealing is all any one could ask for. We have one of the best lines of Men's Shoes ever secured for Carbondale.

The Uncle Sam Shoes

for men have no equal for wear, style and fit. Every pair fully warranted.

\$2.00 \$2.50 \$3.00 \$3.50

JUST A WORD.

We still handle Men's and Women's Shoes from 98c to \$3.50. Our Boys' School Shoes for 98c are hummers.