

**INDUSTRIAL AND LABOR**  
**COST OF THE LAST YEAR'S IMPROVEMENTS.**

**Lackawanna Railroad Spent a Vast Sum of Money in Repairs and New Work—Some Statistics Concerning the Earnings and Expenses of the Company—The Board for Today. Reported Merger of All Public Lighting Companies of Greater New York—Soft Coal at Duluth.**

The cost of various renewals, improvements and additions of an unusual character to the property of the Delaware, Lackawanna and Western the past year aggregates \$1,228,953. In addition to \$259,846 for repairs to bridges, there was expended the sum of \$1,007,255 for new steel bridges erected at different points on the line to take the place of old ones which were light and unsafe for the company's present traffic. In most cases the masonry under the old bridges had to be torn down either in whole or part, and new structures built.

During the past two years 25,770 tons of new steel bridges have been constructed, aggregating in length of double track 2.3 miles, and costing about \$3,522,000.

In order to bring all the bridges on the main line up to the standard of the requirements of the business of the company it will be necessary to purchase and construct about 20,000 tons more of steel bridges, the cost of which, with the material to be rebuilt, will be between \$1,800,000 and \$2,000,000.

President Truesdale says that with the longer trains handled came the necessity for increased passing track facilities, also the need of a third main track on the heavy grades on the line, this to facilitate the movement of the heavy slow freight trains over such portions of the line where they have in the past been unduly delayed while waiting for trains of a superior class. Much work of this kind has been completed, but more is being done and will be put in use during the coming year.

Many new and modern station buildings have also been constructed the past year, and 8,800 tons of 80-pound steel rails and fastenings, a decrease as compared with 1900 of 6,770 tons, and \$82,881 construction, or \$8,992 more than in 1900, were laid.

Of the policy of the road President Truesdale says: "It is the policy and purpose of the management to make liberal expenditures for the improvement of the physical condition of the property, and for the provision of modern, up-to-date equipment and facilities of every kind, with the view of being able to serve its patrons promptly and efficiently at a cost per unit of traffic as low as that of any other railway company in the United States." Liberal and judicious expenditures on the coal mining properties of the company to put them in condition to mine its full share of the anthracite coal marketed each year, at a cost that shall be as low as that of any other anthracite mining interest.—Philadelphia Public Ledger.

**Statistics About Lackawanna.**  
 The annual report of the Delaware, Lackawanna and Western, covering operations for the year ended December 31, 1901, is on the whole a satisfactory document. Details are appended:

**EARNINGS.**

Coal	1,901	Increase.
Miscellaneous freight	\$40,749,314	\$214,023
Passenger	6,968,688	8,502
Mail	4,222,383	366,109
Express	1,910,020	26,223
Milk	419,596	20,529
Miscellaneous sources	565,963	4,961
Miscellaneous sources	492,918	9,338
Total earnings	\$53,507,624	\$2,619,879

**EXPENSES.**

Main of way and haul	\$3,034,253	\$23,049
Main of equipment	2,454,238	701,500
Conduct. trans.	7,474,483	66,607
General expenses	269,256	52,635
Total expenses	\$13,232,170	\$1,410,791
Net earn. from oper.	\$40,275,454	\$2,209,088
Less taxes	772,338	75,808
Total net income	\$39,503,116	\$2,133,280
Per cent. dividend	1,834,000	4.64
Balance surplus	\$1,126,054	\$39,822

\*Decrease.

**D. L. & W. Board for Today.**

The following is the make-up of the Delaware, Lackawanna and Western board for today:

**THURSDAY, FEBRUARY 27.**  
 Extras East—8 p. m., Hoboken, Harvey; 10 p. m., H. G. Hammi; 11 p. m., Hoboken, H. Jucg.

**FRIDAY, FEBRUARY 28.**  
 Extras East—1:30 a. m., Hoboken, F. Case, with J. W. Devine's crew; 4 a. m., W. M. Lahar; 6 a. m., Hoboken, T. McCarthy; 9 a. m., Hoboken, H. Roberts; 10 a. m., George Thomas; 11 a. m., F. Van Wormer; 1 p. m., D. W. Wall; 2 p. m., Hoboken, H. Gilligan; 3 p. m., O. H. Rowe; 6 p. m., T. Fitzpatrick.

**Summit, Ec.—** 8 a. m., Ferry; 9 a. m., Fronteller; 10 a. m., Nichols; 2 p. m., Thompson; 6 p. m., J. Hennigan; 8 p. m., J. J. Murray, with M. Golden's crew.

**Hudson—** 7 a. m., Finest; 6 a. m., Widner; 8 a. m., Houzer; 11:45 a. m., Moran; 1 p. m., H. Coalar; 2 p. m., C. Bartholomew; 7:30 p. m., Nauman; 9 p. m., W. H. Bartholomew; 10 p. m., Langley.

**Passenger Engines—** 7 a. m., Gaffney; 7 a. m., Singer; 10 a. m., Lattimer; 6:45 p. m., Stanton; 8:30 p. m., McQueen.

**Extras West—** 7 a. m., O. Randolph; 10 a. m., C. Kingsley; 1 p. m., William Kirby with Wall's crew; 2 p. m., John Galagan; 4 p. m., A. E. Kettan; 9 p. m., M. Carmody; 11 p. m., T. Donelan.

**NOTICE**

Brakeman Ed. Gibbons will go out with M. J. Hennigan.  
 Brakeman R. Gibbons will go out with W. J. Mosler.  
 Brakeman W. Tighe will go out with McCarthy.  
 Brakeman James Blanch will go out with J. Gerity, in place of G. H. Koester.

**This and That.**

Copper supplies in Europe at the opening of February were 23,331 tons, against 28,221 on February 1, 1901. The Lake Shore has definitely decided to elevate at a cost of about \$4,000,000 all of its tracks in the city of Chicago. Supply of soft coal at Duluth is said to be about 300,000 tons; the railroad will need 500,000 tons before navigation opens. Yesterday was the seventieth anniversary of the Baldwin Locomotive works. They have built in all 20,000 locomotives.

A Pennsylvania Steel official says

there is still difficulty in getting all of the pig iron supply desired, and that our shortage is yet somewhat apparent.

**CHANGE IN FIRE LIMITS**  
**NEW BUILDING ORDINANCE WAS AMENDED.**

**Common Council Fixed New Limits for West Scranton Limits—Amendments Adopted Providing for Reduction in Cost of Permits—General Appropriation Ordinance Was Passed on Third Reading and the Bond Ordinance Advanced to Two Readings.**

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Mr. Ruane offered an amendment striking out a line providing for the payment of fifty cents for permit for unclassified work costing less than \$100. Mr. Partridge offered an amendment providing that fifty cents shall be the charge for the installation of a heating plant costing less than \$250 and \$2.50 the charge for all such plants costing more than \$250. This amendment was adopted.

**ABOUT PERMITS.**

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**MAIN AVENUE SEWER.**

Mr. Calpin offered an amendment reducing the cost of permits as follows: For all buildings costing less than \$1,000, from \$2.50 to \$2; for all buildings costing between \$1,000 and \$2,500, from \$2.50 to \$3; and for all buildings costing between \$2,500 and \$4,500, from \$3 to \$4. This was adopted and the ordinance was passed on second reading.

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**I. F. MEGARGEL & CO.**  
**STOCKS, BONDS, SECURITIES**  
**CONNELL BUILDING.**

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measure is passed. Council reconsidered its former action.

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Providing for two lights in the Second ward and for two lights in the Eleventh ward; providing for a night watchman at the Green Ridge street crossing of the Delaware and Hudson railroad; providing for sidewalks on Brick avenue and Williams street and establishing police districts and fixing the salaries of police magistrates.

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**Souvenir Free--**  
**A GUARANTEED AMERICAN WATCH TO EVERY PURCHASER OF GOODS AT THE "Trade Sale," TO THE AMOUNT OF \$30.00 OR OVER, IF THE SALE IS MADE BEFORE NOON, ANY DAY.**

**The ECONOMY'S**  
**FEBRUARY TRADE SALE**

If you have Spring Furnishing Plans in view, grasp the opportunities offered by the Last Two Days of this Great Sale. Your selections will be stored 30 days if desired—free of charge.

"ECONOMY" WALL POCKETS—Both useful and ornamental. No more efficient holder for papers or music; panel florally decorated. Our Trade Sale Price, each..... 39c

NOTTINGHAM LACE CURTAINS—Fifty inches in width. In designs there are six handsome figures to select from. Special Feb. Trade Sale Price..... \$1.69

DINING CHAIRS—Venetian saddle seat, designed for comfort; radiator back, nicely carved; \$1.50 would not be very low valuation to put on any chair. The Sale Price is..... \$1.15

EXTENSION TABLES—6-foot size, polished quartered golden oak fluted, turned legs and undersupports. This is a most excellent creation in every particular and will stand the closest inspection, as will the Feb. Trade Sale Price..... \$6.98

22-Piece Bedroom Outfit, \$33.95

STAIR RODS—In polished oak or mahogany finish—nickel trimmings. Sale Price, each..... 5c

VENETIAN CARPET—An attractive Venetian pattern—1/2 yard wide. Per yard..... 15c

RUG CARPET—People who used to save their rugs for weaving would never have done so had the price been as low as it is for this sale..... 23c

FORTY-CENT IRONCLAD CURTAINS—A standard value challenge sweater. The Trade Sale would not have done so had the price been as low as it is for this sale..... 29c

BRUSSELS REMNANTS—The popular favorite for rug making. Pieces about one and one-half yards long, with fringe for both ends. 78c complete..... 2.69

BEDROOM SUIT OF SOLID OAK—Three pieces of which are here illustrated. Dresser has French plate mirror. Bed is equipped with woven wicker springs, cotton top mattress and two feather pillows. Then there is a commode, towel-rack, two chairs, rocker, table and an attractive 10-piece toilet set. Trade Sale Price..... \$33.95

**CREDIT YOU? CERTAINLY,**  
**The Economy, 221-223-225-227 Wyoming Ave**

**CREDIT**

**You Can Wear Good Clothes**

All you have to do is to open a confidential charge account with us and pay in small convenient payments. Stylish, dependable clothing for Men, Women, Children

**317 Lacka. Ave. Second Floor. Open Evenings.**

**PEOPLE'S**  
**Credit Clothing Company**

**RAILROAD TIME TABLES.**

**Delaware, Lackawanna and Western.**  
 In Effect Nov. 3, 1901.  
 Trains leave Scranton for New York—At 1.00, 3.15, 6.00, 7.30 and 10.00 a. m.; 12.45, 2.45, 3.35 p. m. For New York and Philadelphia—5.50, 10.05 a. m., and 12.45 and 3.35 p. m. For Tobyhanna—At 8.10 p. m. For Buffalo—1.05, 6.25 and 9.00 a. m.; 1.35, 6.00 and 11.10 p. m. For Hampton and way stations—10.20 a. m. and 1.10 p. m. For Oswego, Syracuse and Utica—1.15 and 6.00 a. m.; 1.45 p. m. For Oswego, Syracuse and Utica train at 6.22 a. m. daily, except Sunday. For Montreal—9.00 a. m.; 1.10 and 6.30 p. m. Nicholson accommodation—4.00 and 6.15 p. m. Bloomsburg Division—For Northumberland, at 6.35 and 10.15 a. m.; 1.55 and 4.10 p. m. For Pottsville, at 8.10 a. m., 3.40 and 9.00 p. m. Sunday Trains—For New York, 1.00, 3.15, 6.00 and 10.05 a. m.; 2.45, 4.35 p. m. For Buffalo, 1.15 and 6.22 a. m.; 1.55, 6.30 and 11.35 p. m. For Hampton and way stations—10.20 a. m., Bloomsburg Division—Leave Scranton, 10.50 a. m. and 6.10 p. m.

**Delaware and Hudson.**  
 In Effect November 24, 1901.  
 Trains for Carlisle leave Scranton at 6.22, 8.50, 9.55, 10.15 a. m.; 12.00, 1.35, 2.34, 3.32, 6.29, 6.45, 7.35, 9.10, 11.20 a. m.; 1.33 p. m. For Carlisle—6.30, 10.15 a. m.; 2.31 and 5.29 p. m. For Wilkes-Barre—6.25, 7.45, 8.41, 9.38, 10.41, 11.39 p. m.; 12.04, 1.42, 2.35, 3.28, 4.27, 6.10, 7.45, 10.41, 11.39 p. m. For L. V. E. Points—6.58, 9.58 a. m.; 2.15, 4.57 and 11.30 p. m. For Pennsylvania R. R. Points—6.58, 9.58 a. m.; 2.15, 4.57 and 11.30 p. m. For Albany and all points north—6.30 a. m. and 3.52 p. m.

**New Jersey Central.**  
 In Effect Nov. 17, 1901.  
 Stations in New York, foot of Liberty street and South Ferry, N. Y.  
 Trains leave Scranton for New York, Philadelphia, Easton, Bethlehem, Allentown, Mauch Chunk, White Haven, Pottsville, Wilkes-Barre, Port Jervis, Elmira and Pottsville, with only one change of cars for Baltimore, Washington, D. C., and all principal points south and west. For Port Jervis, Elmira, Pottsville, Philadelphia, Baltimore, Washington and Pottsville, with one change of cars for Baltimore, Washington, D. C., and all principal points south and west. For Avoca, Pottsville and Wilkes-Barre, 1 p. m. and 4 p. m. Sunday, 2.15 p. m. For Long Branch, Ocean Grove, etc., 7.30 a. m. and 1 p. m. For Reading, Lehigh and Harrisburg, via Allentown, at 7.30 a. m. and 1 p. m. Sunday, 2.15 p. m. For Pottsville at 7.30 a. m. and 1 p. m. For rates and tickets apply to agent at station.

**Pennsylvania Railroad.**  
 Schedule in Effect Feb. 2, 1902.  
 Trains leave Scranton 6.35 a. m., week days, through vestibule train from Wilkes-Barre, Pullman parlor car and coaches to Philadelphia, via Pottsville; also connects at Pottsville intermediate stations. Also connects for Harrisburg, Philadelphia, Baltimore, Washington and Pottsville and the west. 9.25 a. m., week days, 6.45 a. m., for Harrisburg, Philadelphia, Baltimore, Washington and Pottsville and the west. 1.12 p. m., week days (Sundays, 1.58 p. m.), for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and Pottsville and the west. 4.27 p. m., week days, through vestibule train from Wilkes-Barre, Pullman parlor car and coaches to Philadelphia, via Pottsville. Stops at principal intermediate stations. Sunday, 4.27 p. m., week days, for Reading, Sunbury, Harrisburg, Philadelphia and Pottsville. Gen. Mgr. J. B. WOOD, Gen. Pass. Agt.

**Erie Railroad, Wyoming Division.**  
 Trains for New York, Newburgh and intermediate points leave Scranton as follows: 7.30 a. m.; 2.55 p. m. Arrives—10.55 a. m. from Middletown, Hammada, Haverly and intermediate points, 9.30 p. m. from New York, Newburgh and intermediate points, all Sunday trains.

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