

THE MODERN HARDWARE STORE.

SXXXXXXXXXX DEVELOPMENT

BUSINESS MEN.

carry the product was built north from

ailroad at Great Bend, a few miles

rom Einghamton. This was called the

.eggett's Gap railroad, the name being

FIRST LOCOMOTIVE.

After an experience of a couple of

cears, the roundabout route via Great

vanna and Western.

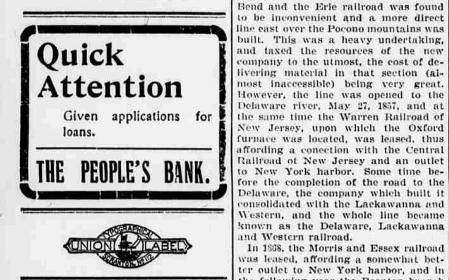
School of Music and Art Season 1902 - 1903 opens Thursday, Sept. 18. Most modern and approved methods. Send for prospectus. Carter

Building, 604 Linden street.

PETER N. HAAN Livery, Boarding, Cab Service, Shopping, Opera, Party, Wedding and Train Calls. HEAVY TEAMING AND DRAYING New Stables, 1415 Mulberry Street. New 'Phone-2057. A few shares **Title Quaranty** Trust Co. Stock. and

Under the market if called for juick.

I. F. MEGARGEL & CO.



SGRANTON GONSERVATORY OF MUSIC OF D., L. & W.

J. ALFRED PENNINGTON, Director.

Superior Advantages

The advantages for Pianoforte Study in the Conservatory during the coming year will be better than ever before, and will include Class and Private Instruction, singly or combined; Public Interpretation Lessons by Mr. Pennington, Practice Clubs and Club Recitals, Public Student Recitals, Examinations, Thoroughly Trained Teachers, and personal supervision by the Director of all instruction.

The terms for tuition are within the reach of alL

The director will be in the Conservatory office, 604 Linden Street, all day. Register now.

AFTERMATH OF LABOR DAY. keep it in the best order, with a road-

lice Court.

THE SCRANTON TRIBUNE-WEDNESDAY, SEPTEMBER 3, 1902.

of land in Slocum Hollow, then part of bed of the best physical condition. So Large Number of Cases Heard in Po-Luzerne county, Pennsylvania, by the that when the new management took Scrantons, who owned the Oxford iron hold, about three years ago, it had an

excellent foundation to work upon, and Yesterday morning showed that La new equipment in the way of heavier bor Day had proved a record breaker cars and locomotives has been introfor the number of police arrests. All deriald the territory, the land was purduced to good advantage, and the atthe outside precincts had full houses, tention of the public has been drawn to chased at an extremely low price, owand when Magistrate Howe arrived at ing to its inaccessibility. This was the advantages of the line as a route some time in the forties. The develop- for passenger travel. It is by thirty the central station yesterday morning to hold court he was informed that this ment of the property soon began and miles the shortest route between New station and the Center street lock-up the village of Scranton was located. York and Buffalo, and if the managehad disgorged no less than eighteen The idea was to produce coal for the ment cared to subordinate the moverueful looking individuals who awaited Oxford furnace, as well as for market, ment of freight so as to permit extrasentence. and for this purpose a rallroad line to ordinary passenger time, it could han-

dle the passenger traffic between the Scranton to a connection with the Erie two cities more expeditiously than any other line. It now makes as good time on its fast trains as the majority of passenger railroads.

changed April 14th, 1851, to Lacka-PROPERTY IS VALUABLE. While the dividends of the Delaware, Lackawanna and Western have re-

mained at the same figure for many As showing the crudity of railroad years, recognition of the great value of operations at that time there might be the coal property has led to a great mentioned that the first locomotive appreciation in the capital stock, as inplaced on this road was a second-hand dicated in current quotations, and while the exact value of the shares is nachine which the owners had discarded on a short road which they owned in problematical and largely dependent New York state. After having laid upon the degree with which the propinder a wagon shed for several months erty is developed and tonnage inwas put on a raft and floated to creased, it is probably safe to say that Pittston, whence is was run over the the quotations have never exceeded the rails of the Pennsylvania Coal comtrue value of the stock. pany's railroad to a point near Scran-The last annual report gave the coal on, where it was put on the new road.

traffic of the railroad for two years past as follows: 1901. Changes 1900. Increase

Coal transported, tons 6,091,133 2 o a l, t o n . 7,398,057 1,306,924 Average dist. carried, 11 163 miles

Block and the companion arrested with Decrease. him would act tractably. 0,929 с 0.891 c 0.029 c The average rate per ton-mile on gen-NEW COUNTRY CLUB HOUSE. eral freight last year was 0.683 cent,

day.

being 0.208 cent less than the coal rate Formal Opening Will Take Place The increase in ton mileage last year Friday and Saturday. was thirty per cent. The railroad earn-

The formal opening of the new club nouse of the Country club will take of seven or eight individuals who alone place on Friday and Saturday of this week on which days the tennis tournaweek, on which days the tennis tourna-The report also showed total carnment will be held. The number of en-

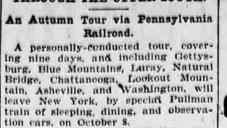


mise when there would have probably otherwise have been a long-drawn fight. Continuing, he said: There is one phase of this strike to which the public as a whole has not had

its attention drawn. It is a mistake to

productive and valuable

ing business in Pennsylvania the carnings for the last sixty years have aver



Rate, covering transportation, carriage drives, hotel accommodations, and all necessary expenses during the entire trip, \$\$5 from New York and New-ark, \$83 from Philadelphia, and proportionate rates from other points. The party will be under the direction of an experienced Pennsylvania railroad tourist agent and a chaperon. An entire lay will be spent on the Gettysburg battlefield, another day at Chattanooga

and Lookout Mountain, two days at Asheville, and two days at Washington. Apply to ticket agents, tourist agent, 1196 Broadway, New York, or George W. Boyd, assistant general passenger agent, Philadelphia.

A Point to Insist On.

There are endless numbers of fraveling people who go regularly from New York to Chicago and vice versa severa times a month, who have never goue over any other road but the Lake Shore & Michigan Southern, because this road is good enough for them. It's good enough for anybody, the fastest, safest, most convenient and most comfortable road in America: Once you travel over the Lake Shore and you will not want to experiment with any other road. People who know the comforts and discomforts of traveling, and what they have a right to expect, always

Reduced Rates to the West.

Commencing September 1st, and daily hereafter, until October 31st, 1902, the Wisconsin Central railroad will sell Settlers' tickets from Chicago to points in Montana, Idaho, Oregon, Washing-ton and British Columbia, at greatly reduced rates. For detailed information inquire of nearest ticket agent, or ad-

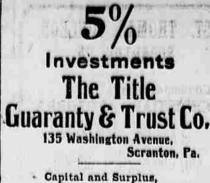
iress W. H. Allen, D. P. A., 621 Park building, Pittsburg, Pa., or James C Pond, general passenger agent, Milwaukee, Wis,

\$1000 REWARD.

The Temple Iron company will pay the above reward for information that will lead to the arrest and conviction of the person or persons who shot and seriously injured two of its employes at the Edgerton colliery on Molday night, August 18, 1902. S. B. THORNE, General Manager.

Queen"

Schriever's Special Frame Sale. Handsome gilt frames, actually valued at 75c., for 15c., on Thursday and Friday only, September 4th and 5th, at 110 Wyoming avenue.



\$1,000,000.

Offers for sale 1st Mortgage 5 per cent. Gold Bonds. per cent. interest on deposits Becomes Surety. Acts as trustee. Insures title.

Watres, President, A. F. L. Phillips, 3d Vice President and Treasurer. EXCUTIVE COMMITTEE

Abram Nesbitt, Thomas E. Jones, Thos. H. Watkins, Wm. F. Hallstead, L. A. Watres, O. S. Johnson.



Are the best in the world. In VARNISHES we carry Parrotts, Masury's, Valentines and

Lawsons.....

Also a full line of Brushes

Bittenbender & C 126-128 Franklin Ave.



Why Not Buy Good feed even if the price is a little

PERSONALS.

Miss Zurflich is visiting her sister i Brooklyn, N. Y.

Mr. and Mrs. A. J. Colborn have recently located at 421 Quincy avenue. Misses Willa and Elizabeth Herrman Madison avenue, have returned from Atlantle City.

Mrs. Ann Aikman and daughter, Anna of East Market street, are at New York and the seashore.

Miss Harriett Taylor, of the recorder of deeds' office, is home from a ten days' stay at Ocean Grove.

Miss Nell O'Brien, of Philadelphia, who has been the guest of Mrs. T. C. Melvin, eturned home yesterday

Dr. H. B. Ware and family returned , esterday from the seashore, where they pent the month of August.

E. F. Kennedy and daughter, Blanche f Clifford, are guests of the former's mother on Thompson street.

Miss Nettic Sweeney, secretary of the Bureau of Health, has returned from a vacation spent at Philadelphia and At lantic City.

Mr. and Mrs. C. B. Welk, of Webste avenue, returned home last evening after spending a few days with friends in Binghamton, N. Y.

A baby girl arrived at the home of Su-perintendent of Building Inspection and Mrs. F. L. Brown on Madison avenue yesterday morning.

Rev. Thomas B. Payne, who has been spending the month of August with his family at Higgins Beach, Me., returned to the city Monday afternoon.

Mr. and Mrs. N. F. Hine, of Olive street, announce the marriage of their daughter, Ida Irene, to Mark A. Recse, of Kansas City, on January 30, 1962.

Dr. J. J. Brennan, one of West Scrar Loretta E. Cannon, daughter of Mrs. Henrietta Cannon, of 1723 Jackson street. will be united in marriage at St. Patrick' church, West Scranton, at 11 o'clock Tuesday morning, September 16.

Charles B. Stevens, for the past sea-son treasurer of the Welting opera house at Syracuse, left this morning at the close of his vacation in Scranton, for Beth-lehem to take charge of the fund ehem to take charge of the Grand opera hage, which it hauls over its own line house in that city. The Bethlehem thea-ter is in the Beis circuit and is under the tonnage placed in Central New York, supervision of General Manager John 1. Kerr, of Syracuse. During his career in the theatrical business Mr. Stevens has exhibited ability that has been recognized by rapid promotion and is one of the most progressive of the bright young men inon Mr. Educit staff upon Mr. Kerr's staff.

They Pay the User.

If you wish a half-tone or line cut, coal, and passenger travel was a seclet the Scranton Tribune make it for ondary consideration. The New York you. Our equipment for this work is state roads to Utica, Oswego and Syracomplete and up-to-date. We have cuse were acquired for the purpose of facilities for doing the finest sort of securing new markets, and when the work at lowest prices and what's more, New York Central insisted on an arbiwe do it. A trial order will convince trary rate on the coal going from Syracuse to Buffalo, for shipment up the

own line.

Western built a new road from Bing-

hamton to Buffalo, to avoid the pay-

from the Central a business of a mil-

For Sale.

A second-hand Remington Typewriter J. N. Smoot, sale cheap.

314 Washington ave.

Imported Smoking Tobacco.

Latakia, Capstan, Golden Flake, Virginia Honey Dew and other English judgment, as well as the large earn-brands, in sealed tins, at O'Hara's. ** ings of the road, impelled them to

ings of \$23,507,634.23, a gain of \$2,619,known as the Delaware, Lackawanna 870.82, and expenses of operation of \$13,- tries received to date will make this and Western railroad. 612,719.69, leaving net earnings of \$9-In 1968, the Morris and Essex railroad \$95.454.54. Other items brought total was leased, affording a somewhat bet-

Rate per ton-

mile

income up to \$11,202, 248.06, from which ter outlet to New York harbor, and in were the following charges: the following year the Boonton branch of the Morris and Essex was built, improving facilities still further. In the

the 19th of November, 1894, superin-

tendent of the Tioga division, with of-

fice at Blossburg, where he had charge

ings from coal were \$10,749,344.

TOTAL EARNINGS.

ourse of the next twelve years an exensive mileage in the state of New York was leased or built, affording di-Total charges\$8,172,193 59 rect outiet to Oswego and Buffalo. Total net income\$3,030,051 47 Less sevent per cent. dividends

SECOND LARGEST PRODUCER. The Delaware, Lackawanna and Western Railroad company is 1.5 sec-Balance surplus\$1,196,054 47 nd largest producer of anthracite coal, The active, energetic man in charge being exceeded only by the Philadelphia of the coal department, with title of and Reading Coal and Iron company, vice president, is Edward E. Loomis. There are two organizations which con-Mr. Loomis is about 35 years of age and trol more tonnage, the Erie and the is an Erie railroad man. After some ten years' experience, he became, on

Lehigh Valley, but in both cases the coal is not produced under a single management or individual corporate ontrol. The Delaware, Lackawanna and

not only of certain railroad interests Western has twenty-four mines, having but of the Erie soft coal mines as well an aggregate annual output of over 5.-This position he held until January 1st 000,000 tons. A considerable part of the 1899, when he became superintendent of property is located in the city of the New York, Susquehanna and West-Scranton, and more of it in Lackaern and the Wilkes-Barre and Eastern wanna township, which is immediately railroad, then recently taken over by adjacent thereto. Other operations are the Erie, resigning this position on the

ocated in Dickson City, Plymouth and 10th of June, in the same year, to take Kingston townships. The entire coal charge of the coal mining interests of properties are owned outright and are the Delaware, Lackawanna and Westsupposed to have cost less than the ern company. properties of any other of the large

BRIDGES REBUILT. ompanies, having been in possession of the Delaware, Lackawanna and Practically every bridge on the Buf-Western for very many years.

falo division (west of Binghamton) is As the company has a charter antebeing built simultaneously. When the dating the present constitution of the road was built, only twenty years ago, state of Pennsylvania, it is enabled to is was considered a model line, and carry on the mining of coal as part of that the management should go to the the allroad business without violating great expense of rebuilding all bridges any of the present legal requirements. on a far heavier plan may well be Therefore the receipts of the coal detaken as an indication of some move partment are included in the earnings looking towards increased business. of the railroad company, and all busi-The road is probably the best outlet ress pertaining to the mines is confor west-bound hard coal, and we would ducted in the name of the railroad not be surprised to see a large incompany. Coal constitutes something crease in this tonnage. On the marnore than one-half the total business gins of the Genesee valley, two reof the company, and until freight and locations of lines have been made, so as to avoid high trestles. Great fillings passenger earnings were developed of late years, was even more important. will take their place, and the obtaining of material for those and for re-The special feature of the company's coal business is its large Western tonballasting has made enormous inroads on certain gravel banks along the road. At all necessary points, where not already installed, the company is placing

which is hauled to destination over its block signals of the electro-pneumatic two-position type. A big cut-off is under way near Mount Pocono. At Wash-TRAFFIC PROFITABLE. ington, N. J., the old coaling trestle has By not having to pro rate with any been taken away, a new station built other railroad company on this busiand surroundings much changed. ness, the traffic is very profitable. For Lackawanna is doing a tremendous many years the railroad was operated passenger and general freight traffic, strictly to the view of distribution of and is in shape for an immense coal

> tonnage movement, when the opportunity offers. -Frederick E. Saward. \$4.35 to New York and Return, via the Lehigh Valley Railroad, September 16.

Tickets on sale September 16, good to return to and including September 20, and will be honored on any train except the Black Diamond express ment of the rate asked, thus taking Fare from Scranton, \$4.35. Consult agents for further particulars.

ilon tons per annum, which has since grown to considerably more. Extraordinary Picture Frame Bar-While the conservatism of the early gains at Schriever's Special Sale. owners was marked, their business and Friday, close out price, 15c.

number the men that are employed. It is affair the largest one of its kind ever held in this city. Luncheon will be of investors. Speaking of the earnings of served each day from 12 to 2, and each | the anthracite mines, while they are immensely afternoon tea will be served by the entries, their earnings are not what the are commonly supposed to be. In the case of one of the oldest companies do-

of rolling the first ball down the alleys will be awarded to the highest bidder. The new club house, with its spacious verandas, large dining rooms, bowling

alleys, squash tennis court, showe on stock 1,834,000 00 baths and locker rooms, is the finest in this part of the state and has already

ecome very popular with the members who are now in town, and every evening a large number are served with linner by the new chef.

Numerous dinners, dances and bowling parties are already being planned for the fall and winter months, as the mprovements will make the club more oopular in winter than it has ever been before.

TWO NEW SUBSTITUTES.

Postmaster Ripple Sends in Nomina-

tions to Fill Vacancies. The names of William R. O'Malley and William A. McDonough were yesterday sent to the postoffice department at Washington, as nominces for the position of substitute letter carriers. They are to fill the vacancies caused by the resignations of Byron S.

Stickney and Fred W. Wells. At present there are ten substitute carriers. In five years, six vacancies was declared. have been created on the regular force.

two by death, two by dismissal and two by resignation.

1,000 Gilt Picture Frames, Worth 75c., for 15c.

An order placed by a large local con ern with Schriever for one thousand lix14 picture frames was recently cancelled and adjusted, on account of the

strike According to the terms of settlement. p. m. Schriever was permitted to retain the frames, after part of their value had been made good by the other contract-

ing party. One thousand picture frames of one kind form too large a stock for the Gold Medal Studio, so Thursday and Friday, September 4th and 5th, they will be sold for 15c, each, at 110 Wyoming avenue.

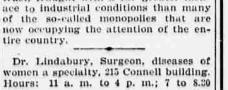
Reduced Rates to Des Moines, Iowa. On account of the Sovereign Grand Lodge, I. O. O. F., to be held at Des Moines, Ia., September 15 to 20, ticket agents of the Lackawanna railroad will sell special reduced rate tickets. The fare from Scranton will be \$31.95 for the round trip. Tickets will be on sale, good going September 11, 12, 13 and 14, good for return up to and including September 22, except that if they are deposited with joint agent not earlier than September 16, or later than September 22, extension of return limit may be, return leaving Des Moines up to and including October 15, upon payment of fee of 50 cents.

See the Cut Man.

Effective and attractive half-tones and line cuts for card, advertising or any other purpose, can be secured at The Tribune office. We do work that is unexcelled, do it promptly and at 75c. Gilt Frames, size 11x14, Thursday lowest rates. A trial order will con-nd Friday, close out price, 15c. ** vince you. vince you.

E.







Coursen,

