## LACKAWANNA **IMPROVEMENTS**

WHAT HAS BEEN DONE IN LESS THAN FOUR YEARS.

Millions of Dollars Expended by the Delaware, Lackawanna and Western Railroad Company in Making the Roadbed and Equipment What It Is Today-New Bridges, Stations, Tracks, Shops, Round-Houses, etc., Built by the Present Management.

The immense amount of bridge, road and station work undertaken and comthe Lackawanna railroad since the change in management took place in the spring of 1899, is fully de-scribed and Illustrated in the current issue of the Railroad Gazette. The halftone illustrations include the bridges over the Passaic river at West Paterson, deck spans on the Buffalo division, double-track plate girder draw over the Passaic river at Lyndhurst, N. J., the proposed new passenger station at Newark, new stations at Dover, Washington and Binghamton.

To handle the bridge and building and the masonry work to the best advantage, the system was divided into three divisions, with a superintendent of bridges and buildings on each division. The work has been carried on systematically, and during the past three years the company has contracted for 31,923 tons of steel work for bridges and 1,367 tons of steel work for buildings, making a total of 33,470 tons. Twentytwo thousand, nine hundred and sixty-eight tons of the steel bridge work have been erected, of which 13,985 tons have been erected by contract, and 8,-983 tons have been erected by the rail-

Number of Bridges.

During this time 342 bridges of various kinds have been ordered, and 263 of them have been completed. Of this total number, 189 are steel railroad bridges, and 153 are highway bridges and concrete arches and concrete box culverts under railroad embankments. One hundred and forty of the steel railroad bridges (including eight new draw bridges) and 123 of the other class (including one new highway draw bridge) have been completed. The total length of steel railroad bridges which have been ordered is equivalent to 3.62 miles of double track, of which 214 miles have been completed. In this connection it may be stated that no derailments or injuries of any kind to the traveling public have been caused on account of the rebuilding work on bridges and

The cost of this bridge work erected, including masonry substructures, pile foundations, new timber floors and the removal of old bridges, will exceed \$3 .-300,000. All of the masonry, except 3,172 cubic yards, has been built of Portland cement concrete. During the year 1900 there were 25,875 cubic yards of masonry laid, of which 12,416 cubic yards were done by contract, and 13,459 cubic yards by the bridge and building department of the company. In 1901 there were 49,925 cubic yards of masonry laid. of which 9,874 cubic yards were done by contract, and 40,049 cubic yards by the bridge and building department. For the year 1902 no contracts have been let for masonry construction, with the exception of that for the Newark track elevation.

## Amount of Masonry.

About 40,000 cubic yards of masonry 1902 by company forces, making an approximate total of 116,000 cubic yards and elsewhere. All these improvements, for the three years, not including the Newark track elevation. Of this total about 90,000 cubic yards is for bridge sub-structures, and the balance for engine house foundations, retaining walls, cinder pits, etc. The fact that all of the steel bridge work in 1899 and first half of 1900 was done by contract, while all erection of steel work is now being done by the bridge and building forces, together with the above statements regarding masonry construction for the three years, illustrate the development of the policy to do work with company forces rather than by contract.

In connection with the work of elevating and depressing tracks at Newark, which is now going on, a new passenger station, new freight house, express building and freight yard are to built there, and also a new station at Harrison, N. J.

In the Newark and Harrison track elevation work there will be about 109,000 cubic yards of masonry, and 6,250 tons of steel work for bridges, The work on this improvement was begun early in 1902, and the contemplated improvement will be completed in about three years, and will cost about \$3,000,000. Statistics of the new structures of various kinds, which have been built in the last three years, show eight new engine houses, with a total of 139 stalls and three more engine houses are now building.

Ten brick and ten frame station buildings have been built at a cost of \$215,-060, and two more brick stations are under contract. Five new brick freight houses, fourteen 60-foot turn-tables, nineteen 100-ton track scales, eight concrete ash pits, seven new engine coalin stations and five new retail coal trestles have also been built at a total fost for freight houses, turn-tables,

### etc., of \$279,400. Changes in Hoboken Yard.

The yards at Hoboken have been en tirely remodeled by the removal of the old office and freight building from a location in the old yard, to a location and many other improvements will be in the street lines and seventy miles of tracks have been laid in the rearrangement of the terminal at Hoboken,

The new buildings at Hoboken include a long two-story brick structure for railroad offices, and the express company, a new freight house, a threestory fire-proof building, for the storage of the company's records, a new carpenter shop, with modern equipment for the bridge and building department, the rebuilding of four large piers, or of which a freight house 78x1280 feet is building, extensive repairs to four other piers and a new locomotive coal-

## A Druggist's Advice.

Mr. C. L. Thompson, a druggist of leavy and Frank Scanlon, of the cen-Danville, Ind., gives the following tral city. Rev. Dr. J. W. Malone of wholesome advice to his customers: "If you should ever need a remedy for croup or whooping cough, get Chamberlain's Cough Remedy. It absolutely has no equal for the prevention and cure of croup, and if taken in time and coording to directions, it is a most ex-dent remedy for whooping cough and throat and lung troubles. I would immend that a bottle of this medibe kept in the home at all times,

ing station, etc. Dock work contem-plated for the near future also includes a new gravity coal shipping pier at a cost of \$175,000. The total amount already spent in the renewal of buildings s 1,912,000, and about \$500,000 additional is to be spent on new car shops,

etc., in this city. Changes in the water supply, which was inadequate for the new equipment, and enlarged scope of business, resulted in the building of forty-nine new water tanks, fifty-two water columns, five steel stand pipes and four reservoirs. Since 1899 \$500,000 has been spent in modern equipment of automatic block signals, interlocking devices, etc.

For Controlling Trains. At Hoboken, a 38-lever electro-pneu-matic interlocking plant was installed, controlling all passenger train movements at the terminal, 323 miles of the line reckoned on a single-track basis, have been equipped with new automatic block signals, and on the entire system 235 train order signals, twenty-five interlocking plants, with 583 levers and 432 automatic semaphore posts, with 775 signals, have been installed. All axed signals on the entire system were changed from white for clear and green for caution, to green for clear and yellow for caution.

Since October 1, 1899, 288 miles of main track has been relaid with new utilized for new yard work and switch and shop work. From Oct. 1, 1899, to Sept. 1, 1902, 209 miles of new 80-pound steel rail; 1,763,143 cross ties, 7,121,738 Dyspepsia Tablets with the best refeet of switch timber and the necessary track fastenings have been received had taken a great deal of medicine, and used on the main line in new work and betterments.

quired to carry on the work, a new frog and switch shop was opened at frog and switch shop was opened at Kingston. Since it was completed Feb-Minn.: I have received surprisingly 1900, all crossings, frogs, switches, insulated joints, slip switches, cattle guards and all roadway work used on the system has been turned out at this shop, to the extent of 4,303 frogs, 3,575 switches, 3,981 guard rails, 888 switch stands, fifty-five slip switches and crossings, 3,264 insulated joints, and 201 cattle guards.

### Small Bridges.

A number of small bridges have also been built, together with considerable minor work done for other departments. The making of track bolts and all tools for the system is now under contemplation, and part of the machinery nec- troubles only, and physicians and the work at Hoboken, a new terminal, Dyspepsia, sour or acid stomach with a small yard, was opened in heartburn, bloating or wind on stom-Brooklyn, and passenger or freight ach and similar disorders. yards have been built or are now building at South Orange, Morristown, Passaic, Dover, Secaucus, Portland, and

other points. At all the important sta-tions on the line the track facilities have been carefully looked over, and put in good condition, together with very general use of heavier rails. Many curves along the main and division lines have been obliterated, and Paradise tunnel is to be made an open rock cut, the work on this being now threefourths completed. Near Dansville, N Y., two large fills have just been completed, resulting in the abandonment of 893 lineal feet of double track iron trestle bridge, one of these old structures being 124 feet high and the other 157 feet high.

The general policy of the manage ment to bring industries along the line has resulted in the building of a number of spur tracks to old and new industries at numerous places, and many improvements have been made in connection with the ice shipping industries on Pocono mountain, the cement regions in eastern Pennsylvania and western New York, the coal mining interests in the Lackawanna and Wyoming valleys, will be completed during the season of and the numerous manufacturing industries in northern New York state together with those contemplated, has resulted in such an enormous increase in business for the company in their reight, passenger and coal traffic that is with much difficulty they can handle it at the present time.

## Ballasting the Track.

Ballasting of the roadbed has been done little by little and is constantly in progress. On the plains in the southern part of New York, beyond Binghamton, grayel is used almost entirely, and its use is extended as well on the divisions to Syracuse, Utica, and Ithaca. Broken stone is being used somewhat on the Morris and Essex division, but it does not total up to any considerable amount. Another feature worthy of mention is the installation of the comonny's exclusive telephone service wires between New York and Buffalo, which s nearly completed and in partial oper-

All this does not include the large number of locomotives, passenger oaches, box cars, coal cars and other olling stock purchased and rebuilt, nor he many improvements made in and about the coal mines, washeries, broukvs and shafts, and machinery installed in them and the repair shops at different points, and in various other departments.

Among the improvements contentplated for 1903 are the car building and repairing shops to be erected in the Keyser Valley, which will be equal to eny, and superior to many, of the argest and best shops in the world, Modern machinery, with electrical appliances will be installed, and employnent will be furnished for hundreds of additional men.

The new motive power and machine shops will be creeted on the site of the old north steel mill in this city, and the present Scrauton yard and repair shops will be entirely changed. Viaducts will be erected across South Washington avenue, and over the tracks on West Lackawanna avenue,

made in and about Scranton. New passenger and freight stations will also be erected at many points along the main line and various divis lons, and additional bridge and track work will be undertaken under the direction of the bridge and building de partment, of which Mr. W. B. Hixson, of this city, is the superintendent.

## EARLY MORNING WEDDING. Miss Tessie Dunleavy and Frank Scanlon Married in St. Peter's.

There was a very pretty marriage ceremony at St. Peter's cathedral yesterday morning at 6 o'clock, the contracting parties being Miss Tessie Dunficiated. The bride looked lovely in : handsome tallor-made gown of dark blue and large picture hat of black velvet. She was attended by Miss Delia

match. John O'Malley attended the Immediately after the ceremony the mend that a bottle of this medition in the home at all times train for New York city. After they ally where there are children in the mily." For sale by all druggists.

The acritics were conducted by game will be called at 2.30 p. m.

Rev. C. H. Benjamin, pastor of the Asbury Methodist Episcopal church, assisted by Rev. H. C. McDermott, of the Simpson Methodist Episcopal place. All those wishing to accompany

Ruane, who was becomingly attired in

blue broadcloth, with pretty hat to

## INTERESTING FACTS.

## For Nearly Every Man, Woman or Child.

A short time ago we published an article recommending to our readers the new discovery for the cure of Dyspepsia, called Stuart's Dyspepsia Tablets, and the claims then made regarding the wonderful curative properties of the remedy have been abundantly sustained by the facts. People who were cautious about trying new remedies advertised in the newspapers and were finally induced to give Stuart's Dyspepsia Tablets a trial were surprised and delighted at the results. In many cases a single package costing but 50 cents at any drug store made a complete cure and in every instance the most beneficial results were reported. From a hundred or more received we have space to publish only a few of the latest but assure our readers we receive so many commendatory letters that we shall publish each week a fresh list of genuine, unsolicited testimonials and never publish the same

one twice. From James Yemmeisler, LaCross, Wis.: Stuart's Dyspepsia Tablets are doing me more good than anything I ever tried and I was so pleased at re-80-pound steel rail, replacing 75, 70 and suits that I gave away several boxes 65-pound. The rails taken up have been to my friends who have also had the wame benefits,

sults. I had Dyspepsia for 6 years and but the Tablets seem to take right a hold and I feel good. I am a farmer On account of the large amount of and lime burner and I heartily recomnew frogs, switches, crossings, etc., re- mend to everyone who has any trouble with his stomach to use these Tablets. good effects from using Stuart's Dys-

> good results. From Mrs. Agnes K. Ralston, Cadillac, Mich.: I have been taking Stuart's Dyspepsia Tablets and I am very much better, and feel very grateful for the great benefit I have received

pepsia Tablets. I gave one-half of my

last box to a friend who also suffered

from indigestion and she had the same

in so short a time. Stuart's Dyspepsia Tablets are a certain cure for all forms of Indigestion. They are not claimed to be a curebut are prepared for stomach essary to equip the shop for this pur- druggists everywhere recommend them pose has been ordered. Exclusive of to all persons suffering from Nervous

> popular young business man. bride is a very charming young lady with hosts of admirers who join in wishing her every happiness.

## SCHADT FOR CHIEF CLERK

Next Board of Commissioners Has Agreed Upon Sheriff's Brother as Mr. Daniels' Successor.

County Commissioner John Durkin and County Commissioner-elect Victor Burschell have agreed upon John Schadt, brother of Sheriff Schadt, as the successor of W. G. Daniels in the office of chief clerk to the county com-

John P. Mahon, at present witness clerk in the commissioners' office, is slated for assistant chief clerk, to suced E. E. Robathan, and Fred W Kirchoff, another of the present Demo cratic clerks, is to have Mr. Mahon'.

Other minor appointments have been agreed upon, but as yet the names of church, who spoke in most exalted the appointees have not leaked out Commissioner Durkin avers that he was shabbily treated when he was lams. minority commissioner, and now that he is the senior of the majority commissioners, he is disposed to get even. Commissioner Penman, who will be minority commissioner on the next board, will have to be content with the at J. D. Williams & Bros. stores. Inappointment of a scrubwoman or two, according to the talk around the court

### PRIZES WERE ANNOUNCED. Those Who Made Best Guesses as to Time Watch Would Run.

A very interesting and enjoyable meeting of the International Correspondence School association was held last evening at Guernsey hall. After the usual business meeting the installation of officers took place. This was followed by a short programme consisting of Rooney and Archie, the popular colored team, and Hal Bunting and his company in a farce comedy entitled

3 A. M. Previous to the entertainment the prizes offered by Louis Bernhard, the leweler, to the members of the International Correspondence School association guessing nearest to the number of hours, minutes and seconds, which a certain watch ran, were awarded. This was one of the most unique contests in the city for some time, and every member of the association was very

much enthused over it. Mr. Bernhard offered four beautiful prizes as follows: first prize, choice of lady's or gentleman's solid gold watch; second prize, choice of lady's solid gold brooch with chip diamond setting, or gentleman's solid gold tie pin with dia- night, had been taken in charge at mond chip setting; third prize, choice

of lady's or gentleman's solid gold signet ring, and fourth prize, fountain pen. Nearly every member of the association took advantage of the opportunity to try and win one of the prizes, will be satisfied at this arrangement as The watch ran 35 hours, 28 minutes and she had already decided to have her 27 seconds, having been started Satur-

day noon. The committee who decided the contest found that Miss E. C. Morganroth, of the Mathemotics department, wor first prize; H. M. Lane, principal of the School of Mechanical Engineering, won second prize, Z. M. Smith, of the Acounting department, won third prize, and O. R. Wolfe of the Printing Department, won fourth prize. The mem-bers who won the prizes received the hearty congratulations of the other members of the association and Mr. Bernhard was given a vote of thanks by the association for offering the

prizes. After the entertainment, the usual social hour was enjoyed.

### FUNERAL OF MRS. WILLIAMS. Services at the Family Residence on Boulevard Avenue.

The funeral of Mrs. Ebenezer Williams took place from the family residence on Boulevard avenue yesterday afternoon, and was very largely attended. The services were conducted by



terms of the beautiful Christian life and

patience through suffering of Mrs. Will-

The pall bearers were: George L.

Peck, Frank L. Phillips, Thomas Oram,

of Dover, N. J., Robert F. Oram and

John Randolph Taylor. The flower-

bearers were young ladies employed

terment was made in the family plot

DIED IN PENITENTIARY.

Colored Prisoner from Here Expires

at Cherry Hill.

Word was received yesterday b

Clerk of the Courts Daniels from the

warden of the Eastern penitentiary

that Edward Walker, colored, a Lacka-

wanna prisoner, died at that institu-

tion the day before. The prisoner gave

no address of friends or relatives upon

Walker was sentenced by Judge Ed-

wards, December 9, 1901, to four years

and six months' imprisonment for at-

woman, near the gas house bridge, on

At the time he stated he was from

York state, but later said his home was

FOUND IN LOCKPORT.

Melville Dewing Committed From

There to Insane Asylum.

Superintendent of Police Day w.

notified last night by long distance tel-

ephone that Melville Dewing, who dis-

appeared from this city last Friday

Lockport, N. Y., and had been commit-

ted to the state hospital at Buffalo,

The superintendent was unable to see

Mrs. Dewing last night, but believes she

husband committed to some institution

COURT FILES REPORT.

It Is Believed That Captain Kneller

Has Been Exonerated.

The board of inquiry which recently

neard the evidence submitted to prove

the charges preferred against Captain

Kneller, of Hose company No. 6, by

Frank Dombacher, filed its report yes-

terday with Director of Public Safety

F. L. Wormser, who said that he would not make it public just yet.

It is understood that the report en-

tirely exonerates Kneller. The board

will be continued to hear the charges

preferred against Captain Balley, of

Engine company No. 5, by Superintend-

FOOT BALL.

The St. Thomas college and Scranton High school foot ball clubs will play at

the park Thanksgiving afternoon, game will be called at 2.30 p. m.

ent Ferber.

being received at the penitentiary,

at Forest Hill.

Scranton street.

in Grand Rapids, Mich.

as an insane patient.

for the insane when found.

# THISE ENTERPRISING DEALERS CAN SUPPLY YOUR NEEDS OF EVERY CHARACTER PROMPTLY AND SATIS-FACTORILY. FOR SALE

BUGGIES and WAGONS of all kinds; also Houses and Building Lots at bargains. HORSES CLIPPED and GROOMED at M. T. KELLER

Lackawanna Carriage Works. SECURITY BUILDING ASAVINGS UNION Home Office, 208-209 Mears Building.

We are maturing shares each month which show a net gain to the investor of about 12 per cent. We loan money. We also issue FULL PAID STOCK SINGO per share, interces payable semi-annually. ALBERT BALL, Secretary.

E. JOSEPH KUETTEL.

rear 51t Lackawanna avenue, manufacturer of Wire Screens of all kinds; fully prepared to the spring season. We make all kinds of porch acreens, etc. tempted criminal assault on a Polish

PETER STIPP.

General Contractor, Builder and Dealer i Imbring Stone, Comenting of cellars a sp cialty. Telephone 2500, Office, 327 Washington avenue.

Makers of Paving Brick, etc., M. H. Dats General Sales Agent, Office 329 Washing ave. Works at Nav Aug. Pa., E. & W. V. R.R.

the feam will please meet at the International Correspondence School's main building at 7 a. m. The 1. C. S. Drum corps will go with the team. Harry Stillwell, manager. Cummings' Indians would like to play the Juvehiles, of South Side, a game of foot ball on the Clover Field grounds Thanksgiving morning at 5.30 a. m. W.

A. McNaily, captain.
Will the team from Dunmore whom
the captain of Cummings' Indians chailenged Sunday, please notify us in to-morrow's paper if they will play us Thanksgiving afternoon on the Clover Field grounds at 2 p. m. W. A. McNally,

## LETTERS FROM THE PEOPLE.

the said car, and I wish to have it made public that I did go back myself and

# If you were at this store yesterday you must have realized how popular our make of clothes are.

It was just about all our large force of salesmen could do. We believe there was satisfaction in every case. We tried hard enough to fit and please in pattern of cloth every one who came to our clothing floors. Again today we are ready to prove the better style and tailoring of both Overcoats and Suits that have become interesting to the particular dressers of this city. If you have not yet chosen your Overcoat we can't see any reason why you shouldn't come here. We don't worry you to buy, but we do like to try these clothes on you. There's more different cloth patterns here than are shown by all the custom tailors

in this city, so you are pretty sure of getting the pattern or shade that suits you. Our prices are according to cloth, \$10, \$12.50, \$15 and \$18 quality and workmanship. . . . . . . \$10, \$12.50, \$15

# SAMTER BROTHERS

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If You Are In a Hurry Call on Us.

Making New Friends **Every Day** 

We Will Lend You Money on Household Furniture.

Are you in need of money?

We loan any amount from \$10 up, on household goods, planes.

The goods remain in your possession.

Money in your hands two hours after application.

Loans made for one month or one

Loans made for one month or one

## THERE IS NO EXPENSE

to you unless we make the loan. We do business on a plan to make friends. Once a friend, always a friend, and friends upbuild anyone's business. You can have any amount here from \$10 up on household goods and personal effects. Easy payment plan.

## Wyoming Ave Scranton, Pa. Near Corner Spruce Street.

Open from 8 a. m. to 9 p. m.

## SALT LAKE DECLINING.

Sait Lake, Utah, which has been in further been discovered that one inch progress for the last sixteen or seven-the watershed of the lake makes a teen years, has become a matter of difference of 0.26 of it foot in the water concern to local property owners and level. This ratio, applied to the presof much interest to scientists. In the ent low water on the basis of the defifteen years ending with 1900, the lake ficiency in rainfall for the last fifteen had fallen 9.9 feet, a decline more ser- years, which amounts to 14.7 inches, ious than at first realized, as the lake seems to account for less than half of is very shallow, averaging less than the present fall, so that other causes twenty feet, and as the eastern and for it must be found. In recent years western shores slope so gradually that it has been suggested that the increase a fall of a foot in the level exposes in irrigation of adjacent lands by water many square miles of bottom. Business taken from the streams feeding the lake interests centering around the lake has caused the lowering of its waters, have so suffered from the decline that Large quantities of water are spread within the last tweive months a peti- upon the farm lands by irrigation, parttion signed by a number of the prom- ly to be absorbed by vegetation, partinent officials of Utah, was sent to the ly to be evaporated, and partly to re-United States Geological survey, requesting an investigation of the phenomenon. Some light is thrown on the control of the streams feeding the lake movements of the lake in the last the causes of the present low water (twenty-second) annual report of the have become much complicated, but survey. Part four, now in press, in careful gaugings of the lake levels are which a careful comparison of the rain-fall records since 1863 has been made. It is found that the low water fluctu-its decline and to learn if possible, what ations of the lake, of which there have part irrigation plays in it.

been several since that time, corres-

pond in a remarkable degree with the

## The decline in the waters of Great periods of deficient rainfall, and it has

[Under this heading short letters of in-terest will be published when accom-panied, for publication, by the writer's name. The Tribune does not assume re-sponsibility for opinions here expressed.]

#### Says He Flagged Car. Editor of Tribune

Sir: I will be very much obogether you, if you will please correct the gtate-ment in your Monday morning, Nov. 24, 1999, paper, concerning the street car Sir: I will be very much obliged to 1902, paper, concerning the street car wreck, which occurred Saturday last, Nov. 22, 1902, at a point between Court street and Diamond avenue.

The statement which I wish you to correct is concerning my flagging the inbound car. No. 149. Your paper stated that I failed to make an attempt to stop

did all in my power to avoid a collision, but failed. A. S. Colvin, Motorman on Culm-car. Scranton, Pa., Nov. 24, 1993