

THE OLD RELIABLE



BAKING POWDER

Absolutely Pure

THERE IS NO SUBSTITUTE

Theatrical

Andrew Mack in His New Play.

At the Lyceum last night Andrew Mack appeared in his new play, "The Bold Sinner Boy."...

It is a story that does not stick close to the probable development, while novel at times, leaves a good deal to be desired.

Miss Frances Ring was the graceful young woman that Lieutenant Adair made love to and Myron Carter still lingers in the memory of Adair.

"San Toy" Today.

There are twenty-six musical numbers in "San Toy" which will be presented at the Lyceum on Monday afternoon.

"San Toy" is being given on the road in the same complete manner that characterized its appearances at Daly's.

Charles Frohman's Empire Theater company headed by Charles Richman and Margaret Anglin will appear at the Lyceum on Wednesday evening.

The "Frisby" company, headed by Charles Richman and Margaret Anglin, will appear at the Lyceum on Wednesday evening.

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PER DIEM SYSTEM

WAS READ BY M. B. CASEY, OF THIS CITY.

He is Superintendent of the Car Service of the Lackawanna Railroad and Represented That Company at the Recent Meeting of the New York Railroad Club—Improvement in the Return of Cars That Has Been Wrought by the New Method of Charges.

The following interesting paper on "The Operation of the Per Diem System of Settlement for Car Hire," was read recently by M. B. Casey, superintendent of car service, of the Lackawanna railroad, at the meeting of the New York Railroad Club in New York.

In accepting the invitation of the New York Railroad Club to present a paper on this subject, "The Operation of the Per Diem System of Settlement for Car Hire," I did so with the knowledge that owing to the short time available for the presentation of the maximum benefits claimed for it by its strongest supporters would not have been accomplished.

My efforts to secure from lines in different sections of the country the actual facts of the operation of this system in their respective territories have, I regret to state, been without avail, the prevailing impression being that it is preferable to give the matter of it a little longer rest before judgment is passed. I note also that the American Railway Association has not published the replies to their circular No. 202, which was issued in 1901, and the per diem on the railroads, members of the per diem agreement, for the reason, as I understand it, that the replies are not ready to be sent out.

My efforts to secure from lines in different sections of the country the actual facts of the operation of this system in their respective territories have, I regret to state, been without avail, the prevailing impression being that it is preferable to give the matter of it a little longer rest before judgment is passed.

There are one or two other things which the system has brought about which I wish to present. It has awakened the liveliest appreciation in all the departments of railroad work of the importance of the factor of equipment and the money value incident thereto; in a general way it has resulted in closer relationship between the car service officer and the freight department.

Another feature that is strongly in evidence is the fact that as the number of cars on its own lines decreases, clearly indicating that as the demand for equipment is being met, the number of cars increases this equipment is delayed more seriously, and I might add, in a legitimate way, for the reason that there is a constant demand for the equipment.

Notwithstanding the fact that for the period mentioned under per diem there was a daily average of 2,775 Lackawanna cars, and that the number of cars with the same period in 1901, I find that business from lines having Lackawanna equipment has increased practically 20 per cent over the same period in 1901.

Corroborative of this, I now have in mind one railroad that in previous years, under the mileage settlement, detained Lackawanna equipment in lots of one hundred or more cars for a period of forty days per car. This same railroad this year orders equipment in having as yet earned no interest on that line. If the practice in vogue on that line prior to the inauguration of per diem had been continued, it would have averaged a penalty of ten days per car on all Lackawanna cars delivered there.

In reply to our urgent appeals and the very strongest assurances we were able to bring to bear on their return to our cars, we were continually advised that business for these particular cars would develop in which to place them in service and returned to us. I know of no reason for the change in method of handling foreign equipment by that road other than the operation of per diem.

With reference to the handling of foreign cars on the Delaware, Lackawanna and Western railroad during the months of July, August, September, October and November, 1901, as compared with this year:

Table with columns: Month, 1901, 1902, Increase. Rows: July, August, September, October, November.

From this you will see that the average daily number of foreign cars on the Lackawanna railroad for the same period in 1902 as against 1901 has decreased 2,001 cars, or about 100 per cent. This is due to three special reasons, as follows:

First—The railroads having Lackawanna equipment located same, and placed them in service, thus minimizing their expense for car hire.

Second—The steel industry, located on our line, were forced, by the operation of the coal strike, to reduce very materially their output, requiring correspondingly less cars coming to us in foreign cars for their use.

Third—In previous years there was an immense demand for foreign cars at our Buffalo terminal in which to transfer coal for movement via western lines, for which there has been no demand up to December 1 this year.

The decrease in the average detention per car of foreign cars on our rails is 1.6 days, or 27 per cent, as per following statement:

Table with columns: Month, 1901, 1902, Decrease. Rows: July, August, September, October, November.

This decrease, while not directly the result of per diem, is to a certain extent directly so, for the reason that the inauguration of per diem, car service received an impetus and support by all means enabled it to secure a much more prompt release of cars than heretofore.

THE MARKETS.

Wall Street Review.

New York, Dec. 26.—The activity of the buoyant tone developed in the stock market today came as something of a surprise. The market started off in a dull and listless manner as possible, it was in a few minutes that the dominant of the week left after the Christmas holiday would be idly spent in Wall Street.

Next in importance is the matter of the earnings resulting from freight car hire by foreign lines, in connection with which I desire to state that the amount earned by the Lackawanna railroad for the months of July, August, September and October this year, is two and one-half per cent less than what was earned for the same months in 1901.

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Jonas Long's Sons Saturday Bargains

After Christmas Broken lines in Holiday Novelties will be closed out at special prices

A Saturday Bargain in Furs Fifty Sable, Opposum and Stone Marten Fur Scarfs, trimmed with six marten tails, regular price \$7.50.

Boys' Clothing Boys' Fine All Wool Suits—in Serges, Chevots, Plain Blue and an assortment of mixed materials, 8 to 15 years, double-breasted.

Women's Shoes For stormy weather, a Box Calf Shoe, heavy welt soles and Cuban heel.

Jonas Long's Sons

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Large table of market quotations including: Scranton All Quotations Based on Par of 100, Chicago Grain Market, Buffalo Stock Market, Philadelphia Produce Market, Oil Market, D. L. & W. Board for Today, and various commodity prices.