Culm Briquettes

PLANT AT MAHONOY CITY.

In the early part of the present year, says the Potisville Chronicle, a company called the Anthracite Pressed Fuel Company, was formed for the purpose of manufacturing fuel from the culm which is brought out of our numerous fuel are that it is a utilization of the fuel are that it is a utilization of the

the idea of Mr. Corbin, who felt that the immense quantities of waste culm lying loose around the Philadelphia & Reading Company's collieries ought to be utilized in some way and become a source of profit to the company. The Anthracite Pressed Fuel Company is not owned by the P. & R. Company, although its heaviest stock holders are Philadelphia & Reading officials.

In May last the company commenced the erection of a plant. They choose as a site a small piece of ground about 11 miles below Mahanoy City. A large building somewhat resembling a coal breaker, without the usual dirt plane, was erected for the reception of the machinery. This plant is the only one of the kind in the United States. A large number of them are in operation in England, France and Italy and the railway locomotives in the latter two countries use the compressed fuel al-

The plant is very comtete in every detail. In order to operate it successfully an engine of 150 horse power is

required.
In the manufacturing of the compressed fuel nothing but perfectly dry coal dirt may be used. The culm is brought from the various collieries in cars. At the rear of the plant is a siding on which the cars are run. At a certain point on the siding is a dump hole, connected by means of a chute with a pit located under the rear of the building in which the fuel is compressed. The cars of culm are run over this siding and their contents dumped into the pit. From this pit the culm is carried by means of an endless belt elevator to the top of the third floor of the building, where it is screened, to take out all sticks, stones or other foreign matter. From the screen it passess into a hopper, which leads to the "dis-

On the first floor of the building located the pitch mill in which pitch is ground to the size of pea coal. An ele vator carries the ground pitch to the top floor, where it is deposited in a hopper which connects by means of a chute with the "distributor." It is at this point where a great deal of adjust-ment is required. The "distributor" is in reality a machine that measures the exact proportions of culm and pitch which will combine to make the pressed

The proportions being measured out they are dumped together in a chute, which leads to a "disintegrator." This machine consists of two double disc wheels, which revolve one inside of the other in opposite directions at a high rate of speed. The discs of the larger wheels are about 8 inches apart and are connected by means of a large number of steel bolts at their periphery. The other wheel is of similar construction, but small enough to revolve freely within the larger one. This machine was designed expressly for use in an-thracite coal regions where the coal is so hard that it is necessary to almost pulverize it. The "disintegrator" an swers a twofold purpose, that of pul-verizing coal and at the same time

thoroughly mixing the ingredients.

After passing through the "disintegrator" the mixture falls into a bin from which it is conveyed by means of an elevator to the top floor, where it is deposited into a hopper which has two chutes, one leading to each of the two compressing machines. The mixture of culm and pitch slides down the chutes to the "pug mills," one of which is located directly above the pan of each machine. Within the "pug mill" is a copper pipe which injects jets of steam through the mixture, which is constantly stirred or churned by means of a perpendicular shaft. The adjustment of the pug-mill is also an important part of the operation. The steam jets must furnish steam freely and steadly, and the temperature must

be kept very exact.

The steam heats the culm and melts the pitch, and the mass then falls into a revolving pan, where it is continually stirred until it reaches an opening, through which it falls loosely into the dies, of which there are six sets of t ro each. These dies are located in a revolving iron "press-table. The mixed and heated culm and

pitch first falls into two dies, which pass under the opening in the pan. The "press-table" revolves a sufficient disket, Brooklyn, N. Y. 104-3m. tance to bring a fresh set of dies under the opening of the pan, and the filled dief are at the same time brought over the "hammer" which raises and exerts a pressure of seventy tons on the mixture contained within the dies. This operation only requires 2‡ seconds. The 'press-table' again revolves, repeating the first two operations and bringing the plunge of the dies on to an inclined plane, causing the plunger to rise and force the blocks of compressed fuel out on the level with a chute when an arm quickly pushes the bricks off the dies and into the chute. The chute containes an endless belt of steel wire cables which carries blocks to the storage yard or to the varieus sidings where they are loaded in cars for transportation.

Each brick weighs about 18 pounds and is stamped with the American eagle and the word "Reading," The machines turn out between 46 and 50 bricks each per minute and the capacity of the two machines in a day of ten hours is eight hundred tons.

The compressing machins and "disintegrator" were manufactured by the Uskside Engineering Company, of Newport, Monmouthshire, England. The process is the patent of A. J. Stevens, of the same city, but is con-trolled by the Uskside Company, who are the sole manfacturers of the machine. It requires 25 men and boys to run this plant. They are under the direction of John Linton, who is the employ of the Uskside. Company in England.

The new fuel is now being used in the locomotives on the P. & R. road and that company runs three trains daily between Philadelphia & Reading with the compressed fuel. The engin-eers and the heads of the mechanical departments express themselves as very much pleased with the results, and it is their opinion that the new

pressed fuel is very small and constit-utes but a fraction of the weight. The product has great resisting qualities and a number of tests have been made with a Winchester repeating rifle. At a distance of 25 yards the penetration

which is brought out of our numerous coal mines and piled up waste. The company organized by electing as president Austin Corbin, president of the Philadelphia & Reading Railroad Co.; secretary, E. M. Reynolds; chief engineer, Charles M. Jacobs, C. E. M. E., of London, Eng., and Frank Kelly, of 1 Broadway, N. Y., as general sales agent.

The formation of the company was the idea of Mr. Corbin, who felt that the immense quantities of waste culm

Derby takes a new departure. It will no longer be a sweep-stake of fifty sovereigns each, half forfeit. From 1890 it will be of the fixed value of £5000, no matter what the number of entries, and the Oaks will be worth



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exercise, and all who are confined in deors, should use Sulphus Birreus. They will not then be weak and slekly.	SULPHUR BITTERS will cure Liver Com- plaint. Don't be dis
If you do not wish to suffer from Kheum- atism, use a bottle of SULPHUE BITTERS	will build you up am make you strong and healthy.
it never falls to cure. Don't be without a bottle. Try it; you will not regret it.	will make your blood
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11-3-d-1m.

Increasing the Navy.

TWO FAST CRUISERS, A PRACTICE SHIP AND THE THOMAS MONITOR TO BE

The two 1000-ton cruisers, the practice ship for the Naval Academy and the Thomas cruiser-monitor are intend-ed to be fast, each carrying a powerful battery of heavy, rapid-firing and machine gurs, a large supply of coal and a complement of 150 men. The principal features are: Length on load line, 190 feet; extreme breadth, 82 feet : mean draught, 12 feet : displacement, 150 tons; horse power, 1600; speed, 14 knots. Much attention has been paid to the quarters for officers and men.

On their burker capacity the vessels can steam at a rate of 14 knots an hour for 2452 knots; at 10 knots the horse power required is only 600 and they can steam 4698 knots. The rigs one Gatling gun.

The governing idea in the design in the practice cruiser for the Naval Academy has been to embody in the design complete facilities for practical instruction in seamanship, in ordnance torpedoes and steam engineering, while retaining good fighting efficies cy for general service. The principal dimensions are: Length between per-pendiculars, 180 feet; extreme breadth 32 feet; mean draught, 11.5 feet; displacement, 835 tons. The rig is that f a barkentine, the area of plain sail being about 5000 square feet. The collective horse-power of propelling, air-pump and circulating pump engines will be 1300, when the main engines are making 240 revolutions a minute The bunker capacity is 140 tons of coal; with this amount, at 13 kno s an hour the vessel can steam 1560 knots an hour; at ten knots an hour, 2400 knots; at eight knots an hour, 3850 knots. The armament consists of four four-inch rapid firing rifl-s, mounted on central-pivot carriages with two-inch steel shields. The secondary battery consists of two six-pounder, two three-pounder and one one-pounder rapid-firing guns, one 37millimetre revolving cannon and one Gatling with ordinary shield protec-

Twelve more DAISY-PATTY LETTERS. By Mrs. Ex-Governor Claffin. TWELVE SCHOOL AND PLAY-GROUND TALES. The first will be "LAMBKIN; Was He a Hero or a Prig?" by Howard Pyle, the artist. EP-Prefact and votes and Cash Prints. All and the city. The business of making sauer-kraut is not leading that it is a favorite article of food? The business of making sauer-kraut is confined to a very few people in the city. They buy the cabbage—hard and compact heads are the best—cut it up, salt it down and allow it to ferment. Then they sell it to the places where it is retailed, and at these the last touches of flavor are added. It is these last touches of flavor are added. It is these last touches that make the difference in sauer-kraut, and sometimes the quality of the kraut at one place will be so much better than that at others that the lovers o that dish will travel.

The theory of that dish will travel.

The other of the places where it is retailed, and at these the last touches of flavor are added. It is these last touches that make the difference in sauer-kraut, and sometimes the quality of the kraut at one place will be so much better than that at others that the lovers o that dish will travel.

that the lovers o' that dish will travel from one end of the town to the other to taste it .- St. Louis Globe Demo-

News of The Courts.

A FRENCH PAPER'S HISTORY OF THE WAY ROYALTY LIVES.

Queen Victoria likes Scotch cookery; all her meals begin with a pr paration of oatmeal. She eats raw ham, which is specially imported from Granada, drinks beer and eats a particular sort of bread specialty baked for her. The Queen of Sweed n prefers stronger nourishment; she has beef-steaks, often raw, at every meal; sa'-mon, preserved in the Sweedish fash-

ion, and pan cakes fried in oil. At the court of Berlin the cooking is chiefly French; the Empress Frederick, however, prefers English cook-ery, and is particularly fond of cakes. The Grand Duchess of Baden, whose table is the most recherche in Germany, always makes the coffee berself in a Russian coffee machine of

At the Quirinal they invariably est off gold plates and drink Italian

The Comtesse de Paris has English cookery; and the Duc d'Aumale eats garlic soup regularly every day.

The Ex-Queen Isabella's peculiar weakness is Valencian rice soup; while the present Queen of Spain remains true to her native Austrian style of cooking.—Paris Figuro.

Gen. Neal Dow has an invalid daughter in Nashua, N. H., who may certain-ly be regarded as a wonderful woman. The lady has not been able to move his fellow sufferers the means of cure. from her chair for years, but she has
To those who desire it, he will cheerheen an indefatigable student, and has
mastered the French, German, Spanish
Russian, and Greek languages. She resure cure for Consumption, Asthma, cently performed the feat of repeating CATARRH, BRONCHITIS, and all throat a long passage from her Greek Testa- and lung MALADIES. He hopes all sufment verbatim, from memory, a month after she had read it. Miss Dow loses sight of her misfortures in her tion, which will cost them nothing, and love of study.

During the last eighteen months the Russian Government has expelled 35. Russian Government has expelled 35-000 Jews from the Empire.

An Attack of Gravel. The Terrible Suffering of a Weman at 60.— How She was Happily Cured. 83 40

There is nothing I now enjoy that I do not one to baving used Dr. David Ennedy's Favorite Hemedy, made as Rondout, N. Y. My troubles began in my kidneys and from which I never expected to recover. First there were pains in my back, I was foverish, with no appetite and could not sleep, I was compalled to use a sone, and finally got so weak that I could not standalone. The distress in my back was service. I was burning up with a fever or constantly shivering as if cold. My physicians said

I HAD BRIGHT'S DISEASE. which was alarming information. To add to my afdiction after I had been ill about two years, I had a
had attack of Gravel. When this made its appearance my physician gave up my case, and I resigned
myself to dis. I had four doctors attend me, the best
in the country, yet I constantly grow worse. Bir
years ago last June, how well I remamber the time! I
saw Dr. Essmady's Favorite Barnedy advertised in
our paper. After maing one bottle! I three way my
case and went to New York on a visit, and three botties cured me. I have merer had a return of Gravel,
nor of the pains or weakness in the beek, and though
I am over sixty years of age I am

Now Vigorous and Strong

as I was in my prime. I do all my own work, and receip know what it is to be tired. I keep the medi-cine in the bound said sive I to my graddehildren, and recommend it winshever I can. What physicians and all of the various summelles I had taken could not do by. Hannedyn summelles I had taken could not the disease and made me a strong discount woman. Mrs. Emeline P. Mirner, Burs Hill, Ohio. FAVORITE REMEDY. DATE DATE BELLING TO SELECT M. T. M. T. DATE OF SELECT M. T. M. T. DATE OF SELECT M. T. M. or, Kennedy's Payorne Hen



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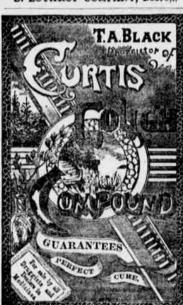
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Pennsylvania Railroad.

Philadelphia & Érie R. R. Divis ion, and Northern Central Railway.

5.10 a m. Eris Mall (dally), for Frie art a Caman lagra of intermediate stations, Roches for, Biff alo. of Nicara Palls, with through Pullman Pays Garris 1: a aware reconcious to Sile and Rada-for.

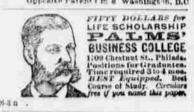
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News Express forces Philadelphia 4.50 a.m. Baltimore, 4.30 a.m. Harrisburg, 8.10 a.m. daily arrividy at Subbury 8.53, a.m. Navara Express leaves Philadelphia 8.50 a.m.; Washington 8.10 a.m. Haltimore 9.14 p.m. with through Parior car from Philadelphia and Baltimore 9.04 a.m. stationary parior car from Philadelphia and Baltimore. Past Limetes were 8.00 a.m.; Philadelphia, 1.0 a.m.; Washington, 9.30 a.m.; Philadelphia, 1.0 a.m.; Washington, 9.30 a.m.; Pathmore, 11.45 a.m., daily sorpt stoday arriving at Sunbury, 5.33 b.m. Washington, 9.34 p.m. with through passenger coaches from Philadelphia and Saltimore. Williamson Exp. 38 b.m. with through passenger coaches from Philadelphia and Saltimore. Williamson Exp. 38 b.m. with through passenger coaches from Philadelphia and Saltimore. Williamson Exp. 38 b.m. m. washington 3.35 p.m. Baltimore 4.35 p.m. of all y acriving at Sanbury 9.15 p.m.

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ing at 8100m Ferry 12.37 p. n., sunbury 130 p. m.
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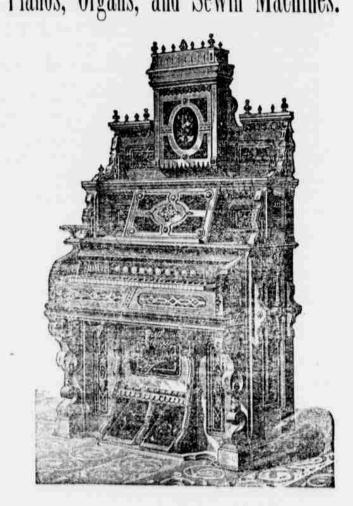
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