

GENERAL NEWS OF INDUSTRIES

Beginning tomorrow the New Jersey Coal exchange will start upon its eighth annual excursion to the coal regions.

The itinerary arranged by it is as follows: Leaving Newark, Tuesday, at 9:30 a.m., sharp, will run directly to Upper Lehigh, Pa., during the Highland Dell, 1,000 feet above tide water.

Leaving Upper Lehigh about 4 p.m., will run directly to Scranton, with supper, lodging and breakfast at the Wyoming. After supper at Scranton an opportunity will be given to visit the Lackawanna Iron works, where the process of manufacturing steel rails will be shown. Wednesday, June 27, through the courtesy of the Delaware and Hudson Canal company, a special train will be provided, leaving Scranton at 8 a.m. for Carbonado. From Carbonado a trip to Honesdale and return will be made over the gravity road of the Delaware and Hudson Canal company, stopping at Farview, and at Honesdale, the head of the Delaware and Hudson canal. At Honesdale the loading of boats and the storage plant will be inspected. Returning to Scranton in time for dinner there will leave at 4 p.m. for Wilkes-Barre, remaining at the Wyoming Valley hotel until after dinner on June 28. At Wilkes-Barre arrangements have been made for those wishing to visit the collieries at that point. Returning the excursion will leave Wilkes-Barre about 4 p.m. June 29, in time to connect at Honesdale with the Lehigh Valley hotel, and with convenient trains for members, and will reach Newark about 7 p.m.

This suggestion of a misunderstanding which may lead into the courts is taken from the Carbonado Leader: "Some weeks ago W. W. Watkins and David Hughes purchased of the Neelot estate the coal underlying a tract known best as 'Sandy's field' and began the construction of a shaft to mine the coal, which is said to be of considerable quantity and good quality. It has lately come to their knowledge that the Delaware and Hudson company have had three shifts of men engaged on the territory diligently extracting the dusky diamonds, and at their present rate of working there will be nothing left to mine when Watkins & Hughes have their shaft ready to begin operations."

Owing to the loosening of the timbers of the Reading company's Loesit Spring colliery at Loesit Gap, caused by recent rains, a large amount of debris has fallen in from the top, thus rendering it impossible to run trucks containing the tanks, to the bottom of the slope. This colliery was drowned out by the late freshet and fears are entertained of the slope caving in. Work will be begun immediately to timber up the slope and prevent any more falls. In the meantime the pumps will be run to their utmost capacity. It is feared that this colliery will not be able to resume operations for some time as it will take several weeks to clean up the debris after the water is sufficiently lowered. As soon as the slope is timbered and everything in a safe condition, the tanks will be put on again and every effort made to get the water out by August.

Last, but not least, comes the ammonia motor for street cars. It was tried the other day in New York—Shewangs would say they tried it on the day—and from all accounts it worked splendidly. This is what one spectator said of it: "The motor is built like that of an ordinary trolley car, but the machinery occupies a compartment in the middle about one-third its size. The motor is not intended to carry more than a dozen passengers itself, but can always draw a trailer or two. The machinery is operated from the platform by means of a lever. Twenty-five miles an hour is about the maximum speed attainable. This system is more economical than gas or steam. Its mechanism is simple, the danger small, and it is easy to operate. A complete system could be introduced, it is claimed, for one-tenth the cost of a trolley road. The motor was run up and down about a quarter of a mile of track, and proved satisfactory in all workings. As yet the car has not been equipped with brakes, but it was stopped by reversing the power. On one of its trial trips the motor was not stopped quick enough, and it crashed into a thirteen-ton flat car and knocked it about thirty feet."

The recent transfer of Archibald Rogers, of New York, of his stock in the Cornwall and Lebanon railroad to G. Dawson Coleman, giving to the latter a controlling interest in this important little stretch of roadbed occasions no end of conjecture. Mr. Rogers' stock amounts approximately to more than half of the total stock of the company. The entire capital in round numbers is about half million, of which Mr. Rogers holds about \$300,000, which, by the deal, goes to Mr. Coleman. The railroad is twenty-four miles long, and connects with the Pennsylvania railroad at Conewago. The transfer is of interest to small stockholders, for evidently the balance of power lies with the holder of Mr. Rogers' stock, who will throw his weight of his influence either for or against the small stockholders as opposed to the Lackawanna Steel company. Consequently it is to their interests to know which way the new holders will lean. In view of this fact it is of interest to recall the fact that this week the junction between the Cornwall and Lebanon road, and the tracks at the North Lebanon furnaces was effected. The business interests of the North Lebanon furnaces are intimately connected with the Lackawanna Steel company, which is a large consumer of the iron from these furnaces. Hence it is more than probable that the Lackawanna company's interest in the railroad will be supported by Mr. Coleman.

The coal traffic on the Philadelphia and Erie division of the Pennsylvania railroad is heavier now than it has been for some time, and as much coal is being handled as at any time since the road was opened. This may not appear at first on the surface, as none of the crews that were laid off some time ago have been reinstated. The coal trains, however, are larger. Where formerly twenty-five gondolas were sent down as one train, now forty and fifty go down. Formerly forty ears were considered a good train going up the road, now sixty and seventy empty cars are taken up.

The passenger and freight business on the Lehigh Valley is heavy at late, and is improving constantly. The night lines to the west are doing a big business. One of those trains last Wednesday along the stretch of track visible from Paxtonia made a half mile in just eighteen seconds. The engine

that did this was No. 615, just out from the South Easton shops.

MINOR INDUSTRIAL NOTES:

The "Penny" coal traffic on the New Bedford branch has increased double within the past month.

The boiler repairers of the Delaware and Hudson gravity ship, under the management of William Jenkins, have finished their work at Archibald after two months' duration.

A new thing on the Lehigh Valley road is known as the test car. The car is a particularly constructed affair and is used for the purpose of ascertaining the proper height and width of tunnels and cuts.

The county court of Berks county awarded a contract to the Pottsville Iron and Steel Company for steel stringers for the bridge. The proposal of the Reading Rolling Mill company showed that steel is cheaper than iron. There were four bidders, the Pottsville party bidding steel stringers fastened with steel rivets, \$1,963. 90; the Reading Mill, \$1,885.90. The Reading Rolling Mill bid \$1,885.45, with steel stringers fastened with steel rivets, \$1,963.45; with steel clips, \$1,963.45; iron stringers fastened with iron rivets, \$2,167.76; with iron clips, \$2,050.53.

THE FACT THAT Hood's Sarsaparilla, once fairly tried, becomes the family medicine, speaks volumes for its excellence and medicinal merit. Hood's Sarsaparilla is nature's own.

HOD'S PILLS become the favorite cathartic with everyone who tries them. 25c.

Mrs. M. SCHLEBERGER, Beaver Dam, Wisc., writes: "We have used Dr. Thomas Electric Oil in our family for Coughs, Colds, Croup and Rheumatism. It cures every time."

FINANCIAL AND COMMERCIAL.

Stocks and Bonds.

New York, June 23.—Speculation at the stock exchange was sluggish today, and the undertone of the market was rather weak.

The features of today's limited market was the heaviness and steady drifting of the stocks of bankrupt roads.

Sugar declined to 97¢ and rallied to 98¢ General Electric advanced to 35¢ and Consolidated Gas to 30¢.

The market showed some signs of a recovery of 16½ per cent. from the lowest of the morning. Total sales were 65,750 shares.

The following composite table shows the day's fluctuations in active stocks is supplied and revised daily by Lasker & Fuller, stock brokers, 120 Broadway.

Open High Low Close.

Am. Crit. Oil..... 62 1/2 63 1/2 61 1/2 62 1/2

Am. Sugar..... 109 1/2 110 1/2 108 1/2 109 1/2

A. T. & S. F. 109 1/2 110 1/2 108 1/2 109 1/2

Can. Co. 108 1/2 109 1/2 108 1/2 109 1/2

Can. N. 108 1/2 109 1/2 108 1/2 109 1/2

Can. O. & G. 108 1/2 109 1/2 108 1/2 109 1/2

Chic. Gas..... 78 1/2 79 1/2 78 1/2 79 1/2

C. C. G. & St. L. 80 1/2 80 1/2 78 1/2 80 1/2

C. & G. Gas..... 78 1/2 79 1/2 78 1/2 79 1/2

C. & G. Gas. Val. 101 1/2 102 1/2 101 1/2 102 1/2

D. L. & W. 101 1/2 102 1/2 101 1/2 102 1/2

D. S. & C. F. 101 1/2 102 1/2 101 1/2 102 1/2

E. & G. 101 1/2 102 1/2 101 1/2 102 1/2

G. & E. 101 1/2 102 1/2 101 1/2 102 1/2

Lake Shore..... 117 1/2 118 1/2 117 1/2 118 1/2

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