

## GENERAL NEWS OF INDUSTRIES

It transpired yesterday that a movement is on foot for a revision of the percentages of the anthracite coal combination. The matter came up at the last meeting of the sales agents, when a committee was appointed consisting of General manager Henderson, of the Reading Coal and Iron company; E. Brock Ely, of Coxe Bros. & Co., and Mr. Watkins of Simpson & Watsons, representing the new anthracite operators' association. These gentlemen are desired to arrange new percentages and report when their work is finished. The last distribution of quotas was made nearly ten years ago. It did not have the binding force of that made by the old board of control, but has nevertheless been generally accepted. The output was divided up as follows:

Philadelphia and Reading	31.63
Lehigh Valley	18.97
New Jersey Central	18.97
Delaware and Hudson	15.54
Pennsylvania Railroad	10.65
Pennsylvania Coal	10.43
Erie	4.84
Total	100.00

Since this apportionment was made the Ontario and Western has reached the coal field by an independent road, and is entitled to a share in the combination. Coxe Bros. & Co. have built a railroad and made such a favorable traffic contract with the Lehigh Valley as to place it on an independent footing and the New York, Susquehanna and Western has extended its line from Stroudsburg to Wilkes-Barre, and also has an independent line. These three concerns produce about 7 per cent of the output. They are fully recognized in the trade, and are represented at the sales agents' meeting.—Philadelphia Inquirer.

While the earnings of the steam railroads continue to show up poorly those of the street railway companies are making gains, as compared with the corresponding months last year. It is this fact which has attracted the attention of speculators and investors alike to this class of securities within the past twelve or eighteen months and while trading in them has not been carried on to any very great extent, except in a few instances, there is little doubt that the near future will find them among the active leaders of the stock exchanges of this country, especially of the boards outside of New York. They have already come to the front in Philadelphia, Baltimore, Pittsburgh and Chicago and interest is being aroused in them on the Boston exchange, but New York, so far, has held aloof from them.

Less than 12,000 tons of freight of all kinds was sent east for the week ended last Thursday night. One must go back thirty years or more to find a week when the eastbound shipments were so small. The corresponding week a year ago over 45,000 tons were forwarded, the amount being the lowest on record for a corresponding week since the railroads have competed for business.

Negotiations are pending between the Manhattan Elevated and the General Electric companies for a plant to take the place of steam on the former's New York system. They have reached that stage where the engineers of both companies have exchanged specifications and estimates. It is said the project has been arrested temporarily by what the Manhattan regard as an excessive cost. The detailed estimates figure that \$3,000,000 will be required.

A first mortgage securing the issue of \$15,000,000 of 40-year 4½ per cent terminal gold bonds was made by the Baltimore and Ohio Railroad company to the Maryland Trust company of New York, trustee, has been bid in various places, including Philadelphia and Boston. This covers the present issue of \$8,500,000 in bonds, recently placed in London, and an additional loan of \$6,500,000 to be issued from time to time, as the company may desire, on new property and improvements.

A new departure has been inaugurated at the Erie station in Port Jervis by placing plainly marked sign cards mounted on heavy iron standards opposite each passenger train announcing its destination. The standards upon which these signs are mounted are the invention of Trainmaster Frank Hardin, and have two advantages over the ordinary contrivance for the purpose. They are heavy enough to resist the wind, and having a circular bottom, can be rolled from position to another with very little trouble.

**MINOR INDUSTRIAL NOTES:**  
The highest price on Pulman stock last month was 153, and in May 172. The lowest yesterday was 152.

The Sheldon axle works of Wilkes-Barre, the greatest plant of the kind in the world, has suspended operations.

Work of rebuilding the Jersey City stock yards will be pushed ahead by the Pennsylvania road. The cost has been estimated at \$15,000.

The railroads in this State are rushing orders on soft coal, in anticipation of a possible miners' strike with the railroad strike.

Managers of Illinois and Indiana lines report an extraordinary demand for cars for loading wheat. They expect the farmers to sell their crops earlier than usual this year.

The General Managers' association which was formed for the purpose of fighting the American Railway union carries on its correspondence in a secret cipher known only to thirty men.

General Manager Egan, of the General Managers' association, reports that nearly all vacancies created by the strike have been filled, and that ten men for every vacancy could be secured.

Ground was broken yesterday for Hazelton's new industry—the match factory. The building will be 120 feet long, 65 feet wide and two stories high. It will be built of brick. The plant will cost \$50,000.

A company proposes to dig for gold at Gold Hill, Monroe county. An analysis shows the rock to contain 10 per cent of gold to the ton, and search will begin this week.

Another company, made up of Philadelphia capitalists, wishes to go over the same route, which means a search for gold.

The Tamaqua-Lansford Electric Railroad company began building an electric railway from Tamaqua to Lansford on Thursday morning with a force of over 100 men. Another company, made up of Philadelphia capitalists, wishes to go over the same route, which means a search for gold.

The Lehigh Valley railroad will probably secure possession, under a decree of foreclosure, of the Southern Central railroad, which recently confessed its insolvency. Thomas C. Plath, its receiver, has appointed the Lehigh Valley his agent and

has so notified employees of the Southern Central.

**CARNOT'S SUCCESSOR.**  
The Architects Have No Friend In President Casimir-Périer.

If an honest man is the noblest work of God, France is to be congratulated upon the election of M. Casimir-Périer as president of the republic. Since the Panama scandal ruined so many reputations honest men seem rare in French public life, but President Casimir-Périer is one of the few that remain. He is also industrious, brainy and courageous and comes of one of the best families in France. One of his ancestors founded the Bank of France. His grandfather was premier under Louis Philippe, and his father was a well known deputy and a member of the cabinet of M. Thiers.

President Casimir-Périer was born 46 years ago, and when hardly out of his teens won the decoration of the Legion of Honor during the siege of Paris. He was admitted to the bar later and was elected to the chamber of deputies to represent Nogent-sur-Seine. This was nearly a quarter of a century ago, and he has been prominent in the chamber ever since. In 1890 he was elected vice-president of the chamber and last No-

**FINANCIAL AND COMMERCIAL.**  
Stocks and Bonds.

NEW YORK July 11.—A sharp decline was registered in stocks of all kinds of business firms and the stock fell 3½, the general list yielding ½ to ¼ per cent. The decline was due to fears that the Chicago Knights of Labor would follow Grand Master Sovoreign's suggestion and further complicate the labor situation at the west. The Knights of Labor, who have been driving hard bargains with employers, have now agreed to a protective duty on refined sugar. Pullman Palace was in better demand and advanced 3 per cent. The railway list, after the fractional decline noted at the opening, became strong and continued so to the close. There was a good demand for the gringers, including London and Nashville, and Western Union and the improvement, which ranged from ¼ to ½, was well distributed. The market closed strong at 2½ per cent, higher on the day. Total sales were 130,000.

The following complete table showing the day's fluctuations in stock rates is supplied and revised by Lehigh and Western stock brokers, 125 Wyoming avenue:

	Open	High	Low	Clos	Int.
Am. Cott. Oil	127½	128	126	127	½
Am. Sugar	96½	96½	96	96½	½
A. T. & S. F.	316	316	314	316	½
Am. So.	184	184	182	184	½
Can. N. A.	104	104	103	104	½
Chas. W. & Co.	129	129	128	129	½
Chas. B. & Q.	73½	73½	73½	73½	½
Chas. Gas.	72½	72½	72½	72½	½
Chas. H.	125	125	124	125	½
Chas. H. & T.	112	112	110	112	½
D. & H.	127½	128	126	127	½
D. L. & W.	130½	130½	130	130½	½
D. C. & P.	200	200	198	200	½
Div. Corp.	125	125	124	125	½
E. Co.	304	304	302	304	½
Lake Shore	129	129	128	129	½
L. & N.	124	124	123	124	½
Miss. Pac.	233	233	232	233	½
Nat. Lead.	97½	98	96	97½	½
N. Y. C. & St.	162	162	160	162	½
N. Y. S. & W.	142	142	142	142	½
North Pac.	21	21	21	21	½
North Pac. pf.	14	14	14	14	½
Omaha	33	33	32	33	½
Pac. Mail.	162	162	160	162	½
Pac. Island	67½	67½	66	67½	½
R. T.	112	112	110	112	½
S. Pac.	208	208	206	208	½
S. Pacific	134	134	132	134	½
Union Pacific	164	164	162	164	½
Wabash	128	128	126	128	½
Wash. & G.	82½	82½	82	82½	½
W. & L. & P.	428	428	428	428	½

CHICAGO GRAIN AND PROVISIONS.

SCRANTON July 11.—The following quotations are supplied and corrected daily by Lehigh and Western stock brokers, 125 Wyoming ave-

nce.

**WHEAT.** Open, Sept. 1. Close, Sept. 1.

**COFFEE.** Open, Sept. 1. Close, Sept. 1.

**CORN.** Open, Sept. 1. Close, Sept. 1.

**OATS.** Open, Sept. 1. Close, Sept. 1.

**SHREDDED RICE.** Open, Sept. 1. Close, Sept. 1.

**MAIZE.** Open, Sept. 1. Close, Sept. 1.

**POULTRY.** Open, Sept. 1. Close, Sept. 1.

**HOUSEHOLD.** Open, Sept. 1. Close, Sept. 1.

**FEEDSTOCK.** Open,