

GENERAL NEWS OF INDUSTRIES

The decision of Judge Fell of the supreme court, denying absolutely all the claims of the plaintiff in the celebrated suit of William L. Lance against the Lehigh and Wilkes-Barre Coal company ends a litigation of general interest. On October 31, 1871, William L. Lance leased to Theo. Brodick, Thos. D. Conyngham and T. Frank Walter, their executors, administrators, assigns, all the coal upon and under, upwards of eighty-eight acres of land in the borough and township of Plymouth, at a royalty of 25 cents per ton of 2,240 pounds for all coal passing over a screen of a five-eighths inch mesh.

The matter having been referred to a referee, who found in favor of the defendant as to all the claims, Lance carried the case to the supreme court, which confirmed the referee's judgment. Judge Fell in his opinion says: "At the time the lease was made, 1871, there was not a general market for what is known as pea and buckwheat, or for sizes that would not pass over a five-eighths inch mesh. They were not considered sufficient value to justify the payment of a royalty. They went to the culm or refuse or dirt pile. These piles were of no value and a source of annoyance and expense to them, but the belief existed then, as now, that in the future means might be devised to utilize the large quantities of good coal which they contained. Negotiating on this basis of fact and belief, the lease was relieved from the payment for unmarketable coal, and the lessee given the title to that which coal him not being of any market prospective value. The word culm was doubtless brought to the Pennsylvania coal fields by the Welsh miners. With them the word has been used to describe an inferior grade of coal, but of little value, and it really came into use to mean the culm, or refuse, in quality but unmarketable, and valuable because of its size. It was the adaptation of a word to a use closely akin to its original meaning. The words 'culm or refuse coal,'—as used in the lease, meant refuse coal,—that is to say, coal refractory to the lease because it was unmarketable, and which, by necessity, made room for the operation of the lease, was removed and thrown into a pile. The lease included all the coal on the land, and the provision as to the sizes on which no royalty was to be paid, was a stipulation in favor of the lessee, and which, of anything of value by the lessor. We are of the opinion that all the questions which arose in the case were properly decided by the learned referee and the judgment is affirmed."

A petition is being circulated among the employes of the Reading Railroad company over the entire system for a restoration of the wages paid prior to March 1. After the petition has been signed by the employes of all the divisions it will be forwarded to Superintendent Paxton, of Reading, who will lay it before the general manager of the company. It is the belief of the employes that the company has been promising with Sept. 1, all shops over the entire system will go on full time and the old rate of wages will be restored.

Says a Duluth dispatch: The Biwabik Bessemer company, composed of Pennsylvania capitalists, has leased the mine of the Biwabik Iron company, and will operate it till such time as the latter can resume control. The new lessee has contracted with a heavy firm, which will mine a minimum of 1,000,000 tons of ore in the next five years, and should the market warrant, is to do considerably more than this. The original lessee's minimum output of 800,000 tons is to be taken out this year. About 300 men and a large machinery outfit are already at work. Work will be carried on day and night, and 750 men will be employed.

The Pullman company according to the Philadelphia Stockholder, pays 3 per cent per annum, but extra more than twice as much as it pays. Its \$20,000,000 of capital today represents a surplus of more than \$25,000,000, and of the same \$20,000,000 of property owned by the Pullman company, only \$2,000,000 is invested in the town of Pullman. Yet it is expected in time that the 510 acres of land owned by the company, out of the 2,500 acres comprising the town of Pullman, will eventually be worth the capital stock of the company. It may be safely said that no stockholder of the Pullman Palace Car company has ever received a dollar in dividends from the investment in the town of Pullman, all the dividends of the company having been earned from the mileage of the Pullman cars. This arrangement of the Pullman company with the railroad companies is not the matter of a day or a year; the Pullman contracts cover two-thirds of the railroad mileage of the country, and most of these contracts have been made for periods covering twenty-five years.

Rosser. Noticing the fact early in the day ordering the men in the mine, to discontinue using the ordinary mine lamp, and instead work with safety lamps, Rosser giving as a reason for this order that it was necessary for the safety of the mine. The mine at once held consultation and decided to obey the order providing the practice of docking was dispensed with. They argued with the small light of the safety lamp they would be unable to see well in loading their cars, and could not send out clean coal, which would pass the boss with moderate or no docking, without being very careful and wasting much time and consequently money. They also said that if Rosser was not willing to discontinue the docking he might offer the extra time used in cleaning the coal by increasing the amount paid for a car. The men at present get \$1.00 Superintendent Rosser refused to advance the rate of pay or to stop the docking, and insisted that safety lamps be used at once wherever the men were working. The company has as yet made no effort to fill their places."

Plymon B. Greene, the Vermont Yankee who went west in the early fifties to grow up with the country, invented the sleeping car. Greene was an impractical priggish philosopher. George M. Pullman, who is now the best acquainted in Chicago, was a struggling horse mover. The Chicago Herald says that Greene confided in Pullman and showed him the drawings of a model which was almost complete. "Indispensable records show that Greene obtained a patent for his plan in 1857, a year before Pullman's patent was obtained. Greene's patent was for a sleeping car, embodying in general outline the principles of the Pullman sleeping car of today. Greene was unable, through want of funds, to push his invention, and gave up the idea. The promoter who was to have pushed the invention, was Mr. Pullman, made advances to Mr. Greene. Mr. Pullman, as Mr. Greene soon learned, had disclosed the inventor's plan to the promoter, and in utter disgust Greene sold a half interest in his scheme to the promoter for \$500. The next thing that Greene learned was that George M. Pullman obtained a patent for an adjustable sleeping car berth almost identically on the same lines of the model that Greene had ungraciously shown him. Greene's assertion that he never practically for a single moment, had any interest in the matter, means Pullman is worth millions.

MINOR INDUSTRIAL NOTES: The Lehigh and Hudson has increased the price of its trainmen 10 per cent. Six hundred men went to work in the new Steel company's Hay View, Wis., works. Following the example of American lines, Canadian steamship lines have cut their steamer lines.

Striking carpet weavers of the Lowell Mass. manufacturing company voted to return to work at reduced pay. The Reading railroad has announced the withdrawal of its Sunday car trains, on account of the failure of the general public to patronize them.

PHILADELPHIA, July 19.—Tallow was dull and unchanged. Prices were: Prime city in hogsheads, \$34.00; country, in barrels, 45c; do. dark, in barrels, 35c; do. cakes, 45c; grease, 35c.

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Table with columns for various commodities and their prices. Includes items like Wheat, Corn, and other agricultural products.

Table titled 'Chicago Grain and Provisions' showing prices for various goods like Flour, Sugar, and other provisions.

Table titled 'New York Produce Market' listing prices for various commodities such as Butter, Eggs, and other food items.

Table titled 'Philadelphia Tallow Market' showing prices for different grades of tallow.

Table titled 'NCT Merely in Fund' listing various financial or commodity items.

Table titled 'Stocks and Bonds' showing market prices for various securities.

Table titled 'Open High Low Close' showing daily market data for various commodities.

Advertisement for 'Chronic Dysentery' featuring 'INVALIDS' FOOD' and 'BOVININE' (The Original Raw Food). Includes a testimonial from MARY S. TORREY.

Advertisement for 'BOVININE' (The Original Raw Food) with a testimonial from MARY S. TORREY and contact information for THE BOVININE CO., NEW YORK.

Advertisement for 'CUSHMAN'S MENTHOL INHALER' for Asthma, Catarrh, Headache, and Neuralgia.

Advertisement for 'For Delicacy' featuring 'Pozner's Powder' for various uses.

Advertisement for 'Look Here!' featuring 'The Scranton Tribune' and 'Job Dept.' with various notices.

Advertisement for 'P.P.P.' (Prickly Ash, Poke Root and Potassium) for various ailments like Pimples, Blotches, Catarrh, and Rheumatism.

Advertisement for 'DEXTER SHOE CO.' featuring 'REVIVO' shoe polish and 'LIPPMAN BROS.' shoe store.

Advertisement for 'THE TROLLEY SOAP' with an illustration of a soap box and text describing its benefits.

Advertisement for 'Third National Bank of Scranton' featuring 'ORGANIZED 1872' and 'CAPITAL, \$200,000 SURPLUS, \$250,000'.

Advertisement for 'HEART LAKE, Susquehanna Co.' featuring 'SPRING HOUSE' and 'HEART LAKE, Susquehanna Co.'.

Advertisement for 'MT. PLEASANT COAL' at retail prices.

Advertisement for 'Maloney Oil and Manufacturing Company' with contact information.

Advertisement for 'DEXTER SHOE CO.' featuring 'REVIVO' shoe polish and 'LIPPMAN BROS.' shoe store.

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Advertisement for 'BUSINESS AND PROFESSIONAL' services including legal and accounting firms.

Advertisement for 'LAWYERS' listing various legal firms and their services.

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Advertisement for 'CENTRAL RAILROAD OF N. J.' with a 'TIME TABLE IN EFFECT MAY 20, 1894'.

Advertisement for 'DELAWARE AND HUDSON RAILROAD' with a 'TIME TABLE IN EFFECT MAY 20, 1894'.

Advertisement for 'LEHIGH VALLEY RAILROAD' with a 'TIME TABLE IN EFFECT MAY 20, 1894'.

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Advertisement for 'NEW YORK, ONTARIO AND WESTERN RAILWAY' with a 'TIME TABLE IN EFFECT JUNE 24, 1894'.

Advertisement for 'THE GENUINE New Haven' and 'Mathushek' Pianos, along with 'E. C. RICKER & CO.' and 'Eureka Laundry Co.'

Advertisement for 'THE DICKSON MANUFACTURING CO.' featuring 'Locomotives and Stationary Engines, Boilers, HOISTING AND PUMPING MACHINERY.'