

GENERAL NEWS OF INDUSTRIES

Although there was an increase during the month of June of nearly a third in the weekly production of pig iron and the consumption in the manufacture was nearly 20,000 tons per week greater than the output of furnaces, it is questionable, says Dun, whether any further improvement has yet occurred in July. Many of the western establishments were stopped because the blockade of railroads cut off their supplies of fuel, and have not yet ventured to resume. Others west of Pittsburgh have been inactive because the coal strike continues, and the limited production of steel suffers for the needs of the works near at hand. Behind all other embarrassments there is a reasonable narrowness of demand for finished products. In all quarters there is much disappointment because after the stoppage of works for months, there are scarcely any orders coming in to keep supplied the establishments now in operation, little more than half the producing force in the country.

The most hopeful sign noted this week was that the failures reported to Dun continue comparatively few and not very important. They have been 236 in the United States, against 439 last year, and 44 in Canada against 24 last year. The aggregate of liabilities for the two days ended July 12 was only \$1,630,390.

It is evident to the Philadelphia Stockholder from the statement of shipments of anthracite coal (approximately for the week ending July 14, as prepared by the Bureau of Anthracite Coal statistics, that little effort was made during that week to restrict the output, as each of the regions report an increase, the Wyoming leading, with 94,342 tons. The aggregate increase was 109,293 tons, the total being 885,097 tons, against 815,171 tons for the corresponding week last year. In the preceding week, however, shipments were only 827,693 tons, a decrease over the same week last year of 22,891; so that the total for the month to July 14 amounts to 1,613,790 tons, or an average of 115,190 tons per day. In case the same average is maintained throughout the month the shipments for July will amount to 3,771,169, which is in excess of the output decided upon by the sales agents. The various companies are, however, now restricting the output, beginning with this week, so that there is every reason to believe that the July allotment will be confined to the figures decided upon—3,500,000 tons. Including the increase for the week ended July 14, the shipments for the year to that date foot up a grand total of 20,764,124 tons, against 22,353,819 tons for the same period last year, a decrease of 1,519,695 tons. The full statement is appended:

Table with columns: Region, Tons, 1894, 1893, Diff. Includes entries for Wyoming, Lehigh, Schuylkill, and Total.

Reports gleaned by the Stockholder from what it calls reliable sources are to the effect that some of the large producing anthracite companies are cutting the July circular prices. As was stated Thursday that the Lehigh Valley was filling orders on egg at \$3.55 per ton, or 50 cents below the circular, while both the Reading and the Valley had made a still deeper cut into the price of stone. The figures given (\$3.65 at which this size is being sold) is 60 cents per ton below the circular. The story, however, leaked out immediately in official circles, but the street gave it credence, as it is known that cutting has been in force by other companies for some time past, and the Reading and the Lehigh Valley have only met them as a matter of protecting their own interests.

A portion of the report of Chief Bules, of the bureau of industrial statistics of this state, is devoted to the "sweat" shops in Philadelphia. The persons engaged in making ready-made clothing are of various nationalities. At the present time a large number of Russians are employed, as well as a considerable number of Armenians; but the inquiry showed that nearly all of them are of foreign parentage, whose parents, in most cases, followed the same parent. Two hundred and thirty-seven shops were visited by the agents of the bureau. In many cases not more than 400 or 500 cubic feet of space is occupied by a person, while the rest is devoted to the storage of goods. The average of space per head is 1,000 cubic feet of space per head is required in shops where to maintain good health. There were 1895 persons employed in the places visited. Of this number 890 were men, 755 women, 40 boys under 16 and 23 girls under 16. Of the employers, there were 915 Russians, 469 Armenians, 103 Germans, 98 Poles, 48 Austrians, 31 Hungarians, 23 Irish, 20 Roumanians, 19 Italians and 14 English.

The Albany Argus has the following concerning the three famous locomotives on the Central-Hudson road: The 999 is still the queen of all locomotives. Her run of 432 miles in 423 minutes stands as the world's record, and her time in 32 seconds has never been equaled in this or foreign countries. But it is more than probable that within the next few months the New York Central officials will order one of these records broken by another engine, and will then give the 999 an opportunity to enter into the record-breaking business again. Engine 888 and 870 came out of the New York Central shops at West Albany, where the 999 was built. The 870 will be re-christened and will be known as the 777. They are now running regularly on the Empire State express and the company is experimenting with them by running them first on one division and then another, under different engine men. At present the 999 takes the Empire State express from New York to this city; the 888 from Albany to Syracuse, and the 870 from Syracuse to Buffalo. The other day Engineer Chase with the 888 left Albany with the Empire State express thirty-five minutes late. The distance, ninety-five miles, was made in ninety-six minutes. Mr. Dornady says he made the run from Utica to Albany in ninety minutes the other day. Continuing he said: "I made thirteen miles in ten minutes last week, and I could have kept up that speed all day." Considering the run of ninety-five miles in ninety minutes, I believe that I could make 100 miles in 170 minutes. The difference between the speed which an ordinary engine can make and the average speed of the 999 is shown in a run made by the engine last Thursday. The engine left Syracuse one hour and ten minutes late with the St. Louis express. The train consisted of eleven cars and had two

the number of locomotives to be constructed is less than at other times, owing to the financial stringency, the standing of the rolling equipment is maintained. The Pennsylvania company is building just so many new cars as will keep its equipment up to its high standard.

The Pennsylvania railroad reports that the quantity of coal and coke originating on and carried over its lines east of Pittsburgh in the month of June was 1,478,235 tons, compared with 1,509,493 tons in the corresponding period of 1893, a decrease of 31,258 tons, of which 3,022,993 tons were coke, a decrease of 1,478,235 tons coke, a decrease of 1,403,255 tons.

It is stated that A. S. Van Wickle has leased the Tamago, Hazleton and Northern branch and will construct a connecting line between Trexler and Lehigh, for the transportation of his own coal from the latter point. A corps of surveyors worked in the vicinity of Trexler colliery for the past few days endeavoring to locate the most convenient route by which the projected line could be joined to the Tamago, Hazleton and Northern branch without making the grade too heavy.

Three thousand striking miners have voted to return to work in the Lehigh Valley. The Lehigh Valley railroad has issued notices reducing the time of ship hands to eight hours a day and five days a week. Madoc Thomas, of Edwardsville, has been appointed inside foreman at the Simpson and Watkins mine at Forty Fort.

The employees at the Reading Coal and Iron company's Monitor colliery have struck for higher wages and steadier work. The Pennsylvania company is running its shops at West Wayne and Logansport for seven hours a day, but will soon increase to eight hours.

In the new general offices of the Pennsylvania in Philadelphia, under one roof, are found 15,000 officers and clerks who transact the business of this company. A dispatch from the city of Mexico says that, owing to the general business depression in Mexico, there will be but little railroad building done in that republic this year.

Official notice is given of the appointment of E. M. Bronson as assistant general passenger agent of the Pennsylvania line, vice Samuel Moody, who will retire on Aug. 1. The manager of the American Steamship company says: "Reduction in steamer rates naturally will not be permanent, and, this far, it has not served to swell our traffic."

The old engineers of the Reading railroad, who went west in threes to weeks to take the places of strikers on the Wash, are proving, it is stated, very competent men. H. J. Richards, of Wilkes-Barre, the partner of the Richards safety lamp, is filling the position of fire boss in the No. 4 Audenreid mines for the past few months, has resigned.

A mortgage of \$1,500,000 given by the Delaware, Susquehanna and Schuylkill Railroad company to the Trust Company of North America, was received in the office of the recorder of Carbon county Monday.

The western roads are just beginning to resume business under normal conditions, although it will be some time before business, particularly in the passenger department, will be what it was before the strike. William S. Spiera, who has been assistant general freight agent of the Lehigh Valley for a number of years, and who, at the beginning of the present lake season, went to Chicago to look after business in that city, has had his duties here changed to western freight agent, with headquarters in Chicago as heretofore. The position of assistant general freight agent is abolished.

The New York Central, the New York, New Haven and Hartford and several other eastern roads have become members of the international railway congress, which is to hold a convention in London, England, in July, 1895. Special preparations are already making for the event, which will be attended by a large number of officials of roads in this country. The Truck Line association, it is announced, has under consideration a proposition to make a uniform rate of a half cent a mile per 100 pounds on all freight handled in the territory the association covers. This would greatly simplify business and enable the shipper to know exactly what he will have to pay for freight charges. General Manager O'Dell, of the New York and New England, tells the owners of the property that he must have 1,000 freight cars, 6,000 tons of steel rails, and a number of new bridges, and has but \$25,000 in the company's treasury to work with. He wants \$1,000,000 of receiver's certificates with which to make greatly-needed improvements.

The Buffalo Car Manufacturing company, each company contracting to build 1,000 cars. The cars are to have a capacity of 100 tons each, and are to have a hopper bottom. They will all be equipped with M. C. B. couplers, air brakes, iron brake beams, and will be mounted on Fox pressed steel truck axles.

The Trammens' Brotherhood has disbanded and thrown up its charter. About twenty-five Reading employees in Reading belonged to this organization, and fearing that all would be removed, a meeting was held and the question of throwing up the charter was discussed. The discharged men will be returned to duty by orders of Superintendent Swigard.

The statement of the Reading Railroad Relief association for the month of June, 1894, shows payments of benefits aggregating \$18,988.61. Of this amount \$7,769.00 was paid on account of deaths, on account of accidental disabilities \$11,219.61, twenty death claims were paid, six occurring from accident and fourteen from natural causes. The total number of new cases reported during the month was 549.

The White Star line, which had emigrants at Queenstown and Liverpool, has announced that it would carry out-going steamer passengers to Ireland and England for \$10 a head. Heretofore the cost of steamer passage to Queenstown and Liverpool has been \$25. The great cut was paralleled only in 1875, it is said. The object of the White Star line, which will probably be followed by other lines, is to get back its steamer business.

The Pennsylvania Railroad company will build this year at Altoona 100 locomotives. This is quite a reduction in comparison with the previous years when the number was from 230 to 340. While

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HE WANTED TO BE KING.

TAMASESE, THE TRAITOR, WHO SOUGHT TO RULE IN SAMOA.

He was a coward and never reached the goal of his ambition—He Had No Claim to the Throne—His Insults to the American Flag.

Cable advices from Auckland, New Zealand, brought news of the death of Tamasese, the would-be king and pretender to the throne of Samoa.

It was my privilege and good fortune to be actively engaged with others in operations against Tamasese and his rebel army in Samoa in the fall of 1888 and spring of 1889, while acting in the capacity of special correspondent in that far distant country.

It will be remembered that immediately after the death of Mafetaia, the king of Samoa, by a German naval force because of a mythical offense, and his deportation to the Cameron islands, on the west coast of Africa, the German forces set up Tamasese as his successor.

He had not the shadow of a claim to the throne, but he was the member of the royal family by blood connection or in any other way. In fact his claim was as just and reasonable as would be that of some small-bore political leader in the United States who for a time assumed to be the legal president of the United States without an election having been held.

When Mafetaia was kidnapped, virtually, from Samoa, Matafa, who was next in line of succession, and who has been well termed by American residents the "George Washington of Samoa," was chosen to succeed him. Matafa received the strongest moral and practical support of American and English residents, but his ascendancy to the throne, backed by the popular will of two-thirds of the native population, was in direct opposition to the plans made by the Germans.

The armies of Matafa and of Tamasese were of about equal strength, but the latter, backed by 5,000 fighting men, armed with breech loading rifles, but suffering from a scarcity of ammunition, while the rebel forces, numbering 3,000, also had repeating rifles, some of the insurgents having two guns each. Of ammunition they possessed an almost inexhaustible supply.

In November, 1888, Tamasese's army, then encamped near Malulu Point, close to Apia, after having committed outrages on the property of American citizens living in the vicinity, looting their houses and loudly expressing contempt of the American flag and the United States government generally, was forced to retreat from its position, largely because of the unmistakable note of warning sent to Tamasese by gallant Captain Richard P. Leary, commanding the United States man-of-war Adams, who notified him that the rebel forces were partly occupying territory owned by an American citizen, and that in view of the outrages committed on Americans and their property it would be healthier for the rebel forces to leave the immediate vicinity forthwith.

WHERE THE FIGHTING TOOK PLACE. Tamasese took the hint and moved with his army to the village of Lantu-Anou, six miles up the coast from Apia. Here the rebels established themselves on the summit of a steep hill 600 feet high, which occupied one end of a crescent forming the small bay of Lantili. They built a fort on the top of this hill, which American naval officers subsequently declared to be almost impregnable, the approaches also being fortified in the strongest possible way. There Tamasese had his headquarters, while his army ranged for miles through the hills and along the seashore to the east.

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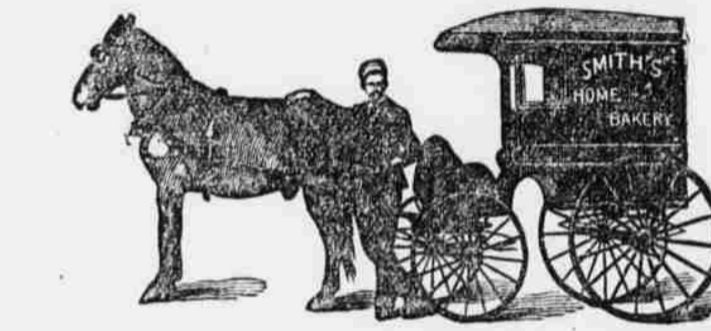
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The Flour Awards. CHICAGO, Oct. 31.—The first official announcement of World's Fair diplomas on flour has been made. A medal has been awarded by the World's Fair judges to the flour manufactured by the Washburn Flour Mills, Minneapolis. The committee reports the flour strong and pure, and entitles it to rank as first-class patent flour for family and bakers' use.

MEGARGEL & CONNELL. SUPERLATIVE AND GOLD MEDAL. The above brands of flour can be had at any of the following merchants, who will accept THE TRIBEUNE FLOUR COUPON of 25 on each one hundred pounds of flour or 50 on each barrel of flour.



LOUIS B. SMITH. Dealer in Choice Confections and Fruits. BREAD AND CAKES A SPECIALTY.

FINEST ICE CREAM. 1437 Capouse Avenue. (PARTIERS OPEN FROM 7 A.M. TO 11 P.M. SPECIAL ATTENTION GIVEN TO SUPPLYING FAMILIES WITH ICE CREAM.)

IRON and STEEL. NORWAY IRON, BLACK DIAMOND SILVER, EXTRA SPECIAL SANDERSON'S ENGLISH, JESSOP'S ENGLISH, CAST STEEL, HORSE SHOES.

Bittenbender & Co., Scranton. Wholesale and retail dealers in Wagonmakers' and Blacksmiths' SUPPLIES.

DID YOU KNOW? That we will GIVE you beautiful new patterns of Sterling SILVER SPOONS and FORKS for an equal weight, ounce for ounce, of your silver dollars. All elegantly engraved free. A large variety of new patterns to select from at

Mercereau & Connell. 307 LACKAWANNA AVENUE.

"No star was ever lost we once have seen, We always may be what we might have been." A HAPPY PATRON OF THE RICHARDS LUMBER CO. Scranton, Pa. 22 and 23 Commonwealth Building. TRY US.

MANHOOD RESTORED! NERVE SEEDS. The wonderful remedy for all nervous diseases, such as Weak Memory, Loss of Brain Power, Headache, Waking, etc.

RESTORED MANHOOD. The great remedy for nervous prostration and all nervous diseases of the generative organs of either sex.

Sexine Pills. RESTORE LOST VIGOR. New discovery! Will brace you up in a week. Sold with WRITING GUARANTEE.