

GENERAL NEWS OF INDUSTRIES

Journalist Niven, of Wilkes-Barre, drove down to Patterson grove the other day to deliver an address full of eloquence and fire to an assembly of veterans. Incidentally, with a newspaper man's natural instinct, he stumbled upon a big scheme which is now agitating certain capitalists of Shickleshiny, the details of which are entertainingly set forth in the Record. The enterprise is nothing more nor less than the building of an electric road from Shickleshiny to Benton, twenty miles away. Those interested have been talking it being over for a good while, and it would have been put into force before this, were not the state laws regulating freight traffic prohibitive so far as electric roads are concerned. But a beam of sunshine begins to brighten up the hopes of those who long to fly over the beautiful hills about Huntington valley, and it comes in the assurance that the next legislature will grant the same privileges to the trolley lines as are now enjoyed by the steam systems in the state. It is generally understood that so long as the big railway people were kept out of the ownership of electric roads, that their influence with the lawmakers at Harrisburg would be strong enough to embarrass the managers of electric roads in their efforts to secure freight privileges, but now, since it is realized that the big railway corporations have at last got on the ground floor and are carrying a goodly amount of stock and bonds of the long lines reaching out from Philadelphia in several directions, virtually gridironing the territory for hundreds of miles, we are confident that the same provisions, the hope of getting a law passed permitting trolley lines to carry freight inspires the Shickleshiny and neighboring people to renewed efforts. It is proposed to build the new road over the splendid turpentine, whose excellence in quality is beyond all question. The views alone are worth going far to see. It wouldn't take long to lay a road down on such a sure foundation. The territory needs such a road, too. The freight business alone would be enormous. The fertile farms would find an easy and economical outlet for their rich harvest. The orchards would be greatly benefited and its orchards yield handsome profits. Such a road would connect at Benton with the branch steam railway there and thus augment the travel to and from Shickleshiny.

"Of course," adds Mr. Niven, "much has been said in the past about extension of the Westinghouse Electric road from its terminus on the west side of the river at this point to Williamsport. At Orr, the energetic railway prospector, has suggested a route that seems feasible. His lines go through the Ice Cave district to the headquarters of Huntington creek, thence along the creek to connect with the road running to Watsonstown and Williamsport. The project is a feasible one, but the Wilkes-Barre and Eastern magnates do not seem anxious to rush it. If it were built it would make a competitor for travel and traffic with the electric system, but this is the look at present, the trolley cars will be rushing over the charming hills of Huntington long before the whistle of any locomotive is heard in that rich, fertile and beautiful region of country. It may be depended on that if the legislature gives the franchise privilege before next summer ends the electric cars will be flying between Shickleshiny and Benton, with both towns in it for all they are worth."

A Wilkes-Barre dispatch quotes Superintendent Lawall of the Lehigh and Wilkes-Barre Coal Company, as having said that if the anthracite coal to the house's free coal it will ruin the coal interests in this section to such an extent that the anthracite coal operators of the state would be unable to recover their markets for ten years. The Nova Scotia coal, he said, would control the New England markets and drive into New York, which would destroy the anthracite markets for all steam producing coal along the seaboard. It will be perceived that Mr. Lawall's position on this matter is virtually the same as was that of President William Connell, of the Anthracite Coal Operators' association, in an interview presented several months ago in THE TRIBUNE.

Traffic officials are building large expectations of increased tonnage on the end of the tariff discussion. An immense amount of goods has for some time been in bond awaiting the probable reduction in duties, and it will be released for shipment as soon as the tariff bill becomes a law. Importers more than any other class have been living a hand to mouth existence for nearly a year, not daring to stock up in the face of reduced duties. They will now make up for lost time and turn some extra orders in to the tariff roads. A simple case was the engagement on Tuesday of transportation for \$100,000 worth of silk, which will be taken out of bond as soon as the tariff bill goes into effect. Every day shows an increase of the westbound business of both eastern and western coast. One eastern road is already short of cars and has been compelled to refuse proffered shipments. Owing to the increase of cut rates there is no expectation of an increase in eastbound shipments from Chicago until the close of navigation, but westbound earnings are much more than making the best good. It is the universal opinion that hard times for this year are past for railroads.

This curious case is reported in the Philadelphia Record: "C. W. Kennedy, of No. 107 North Front street, was arraigned before Magistrate William H. Pennell, a clerk in the Broad street station, with defrauding him out of \$90 by the promise to secure him a position as superintendent of the Cornwall railroad at Lebanon. When Kennedy failed to assume the position, Pennell requested the return of his money. Kennedy paid back \$10, but as the remainder was not forthcoming Pennell claims that he spent more than the money paid him in endeavoring to secure the position. The case will go into court."

MINOR INDUSTRIAL NOTES
All the colliers in the lower anthracite region will work only three days this week.
The last three weeks the Pennsylvania has been handling an average of 10,000 cars of coal and coke per week.
The directors of the Cleveland and Pittsburgh, Pennsylvania interest, have declared a 1 1/2 per cent dividend, payable Sept. 1.
William G. Christian, lately resigned from the position of supervisor of the Lebanon Valley branch of the Philadelphia and Reading, was received and accepted

the appointment of superintendent of the South Jersey railroad, with headquarters at Camden.
The Reading's coal tonnage for the week ended Aug. 11 decreased 3,186.15 tons, making the decrease for the year 904,638.02 tons.
Orders were given last week at the Altoona shops by the Pennsylvania for the building of eight Class E locomotives for the Western line.
W. H. Crumpton, who has been general manager of the Baltimore and Annapolis for some years, has resigned, owing to changes in ownership.
On the Pennsylvania lines west of Pittsburgh the voluntary relief department is divided into fifteen districts, each district having an examining surgeon.
President De Conroy, of the Western New York and Pennsylvania railroad, has assured the shop men in the employ of the company that with the revival of railroad business their wages shall be restored.
All the wholesale fruit dealers of Boston have united in sending instructions to the agents of the Lehigh Valley and the Delaware and Potomac to consign all peaches for Boston in future via the New York Central and the New York and New England via Brewster's, N. Y.

FINANCIAL AND COMMERCIAL.

Stocks and Bonds.
New York, Aug. 15.—Speculation at the Stock exchange quieted down a good deal today not unreasonably in view of the sharp drop in the price of sugar and the disposition to limit new operations until tariff matters are finally adjusted either by President Cleveland affixing his signature to the bill, or by the bill becoming law after ten days have elapsed without such action by the president. Wall street regards a veto as out of the question. The transactions today aggregated \$10,719,000, against \$10,719,000 yesterday, but the falling off was largely due to a decreased sales of sugar which figured for \$6,000 against \$12,000 shares yesterday. The market for sugar, sugar and Cattle Feeders was the main attraction, declining from 2 1/2 to 2 3/4 under heavy sales. The general bill closed at a reaction of 1/2 to 3/4 per cent, from the highest of the day. The net changes show an advance of 1/2 per cent in sugar and declines of 1/2 per cent in oranges and lemons. The market closed about steady in tone.
The following composite table showing the day's fluctuations in active stocks and bonds, is taken from the Philadelphia Record, 1211 Wyoming avenue:

Table with columns: Am. Sugar, Am. Tobacco, U.S. Steel, etc. and rows for various stocks and bonds.

Chicago Grain and Provisions.

SCANTON, Aug. 15.—The following quotations are supplied and corrected daily by LaBar & Fisher, stock brokers, 1211 Wyoming avenue:
WHEAT—Fairly active; 1/2c lower, closing steady; No. 2, 85 1/2; No. 3, 85; No. 4, 84 1/2; No. 5, 84; No. 6, 83 1/2; No. 7, 83; No. 8, 82 1/2; No. 9, 82; No. 10, 81 1/2; No. 11, 81; No. 12, 80 1/2; No. 13, 80; No. 14, 79 1/2; No. 15, 79; No. 16, 78 1/2; No. 17, 78; No. 18, 77 1/2; No. 19, 77; No. 20, 76 1/2; No. 21, 76; No. 22, 75 1/2; No. 23, 75; No. 24, 74 1/2; No. 25, 74; No. 26, 73 1/2; No. 27, 73; No. 28, 72 1/2; No. 29, 72; No. 30, 71 1/2; No. 31, 71; No. 32, 70 1/2; No. 33, 70; No. 34, 69 1/2; No. 35, 69; No. 36, 68 1/2; No. 37, 68; No. 38, 67 1/2; No. 39, 67; No. 40, 66 1/2; No. 41, 66; No. 42, 65 1/2; No. 43, 65; No. 44, 64 1/2; No. 45, 64; No. 46, 63 1/2; No. 47, 63; No. 48, 62 1/2; No. 49, 62; No. 50, 61 1/2; No. 51, 61; No. 52, 60 1/2; No. 53, 60; No. 54, 59 1/2; No. 55, 59; No. 56, 58 1/2; No. 57, 58; No. 58, 57 1/2; No. 59, 57; No. 60, 56 1/2; No. 61, 56; No. 62, 55 1/2; No. 63, 55; No. 64, 54 1/2; No. 65, 54; No. 66, 53 1/2; No. 67, 53; No. 68, 52 1/2; No. 69, 52; No. 70, 51 1/2; 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