AS VIEWED BY AN OUTSIDER

Some Impressions of Scranton That Will Interest City Residents.

POINTS TOO OFTEN IGNORED

Cleverly Written Incidents of a Visit to This City by One Who Had Mistakenly Regarded Scranton as Only a Dirty Coal Town Without Other Attractions—How This False Opinion Was Dispelled and Some Thoughts Suggested by the Disillusionment.

For the Saturday Tribune.

CHICAGO, Sept. 14.

ON THE cars, en route for Scranton my companion and I chatted along dreading to reach the city as there we were to part. With eyes accustomed to the flat, uninteresting environs of Chicago, and ears long used to hearing others enthuse over the beauties and wonders of the west—we were not a little surprised as we drew near to the smoke-begrimed city, at the sight of the towering masses of hills which stretched away on every side, losing themselves in the clouds that seem to touch their rugged heads. As an obstacle flashing past the car window for an instant obscured the sight from our gaze, we turned to each other with the same thought expressed in our countenances—that one need not go to the rockies in search of treasures from nature's workshop.

Why has Scranton been heard from politically and commercially only? I had heretofore thought of it merely as a coal center, and consequently a dirty place to live in. It had been pictured before my fancy as a place located somewhere up among the hills of eastern Pennsylvania, the inhabitants consisting of miners and the like, with the necessary number of capitalists, of course, and only counting in the returns on election day or in the books of the census taker. With this idea in my mind I entered the city, and for the benefit of others as benighted as myself I will describe my one day's visit there.

THE CULM BANKS.

Bringing our eyes reluctantly back from the beautiful autumn tinted hills, to the details of the city, we saw what must constitute the principal reason of its being so very dirty, jutting out in every direction, were huge black mounds—aye, hills, for they are higher than the highest building, even the Masonic temple of our own city would look dwarfed if standing beside them. In answer to our question we found that these black hills were composed of culm, which is the dust and very fine coal taken from the mines.

There are tracks built upon the tops of these mounds, and little cars drawn by mules, carry the stuff to the edge and dump it off, and thus they are constantly growing larger, notwithstanding the fact that they have been on fire and steadily burning for years, giving warmth to hundreds of tramps and vagabonds. I would that we could have a steady fire like that for the poor of the whole world. The little mules as they toiled up the hills resembled nothing so much as an army of ants building their own city.

Following the iron path, like a thing of life, the train wound along on its way to the depot which, together with most of the business of the city, lies in the valley or low down at the foot of the mountain upon which Scranton is built. In the waiting room of the depot the question arose, what should we do with our day, as we had it all at our disposal. We finally decided to do the city as much as two unattended ladies could. We inquired our way to the nearest coal mine, determined if possible to descend, and see the inside.

DOWN IN A COAL MINE.

At the office of the Oxford mine the gentlemanly superintendent told us that he would himself go down with us. We first went into the engine room and heard the engineer telephone somewhere for "a carriage for the visitors." Thinking we were going in style, if we were unattended, we followed the superintennent in silence, but with eye and ear on the alert for everything to be seen or heard.

Arriving at the mouth of the mine we were told to step onto a rough platform, which was the carriage provided for the 'company'. Visions of cushioned seats and silken curtains, vanished as we were handed a torch and told to grasp the chains around us. The superintendent enquired if we were afraid, but a large experience in visiting in Chicago elevators, had taught us to put our trust in strong chains, and steam so we said "No"; catching our breath as we glided along. Occasionally on either side we passed great black holes which our guide courteously informed us were exhausted and abandoned veins.

Reaching the bottom of the shaft four hundred feet below the surface of the ground we stepped off and followed our escort along a car track, passing many so called cars, that were waiting to be hoisted above. We obtained some fine specimens of ore, and bored our gentlemanly guide, by asking every question that woman's curiosity could devise. The superintendent of the Oxford mine possesses one attribute, however, that all men do not, which made him keep his boredom to himself and answer all of our questions in so polite a manner that we did not realize till long afterwards what a nuisance we must have been. He disabused our minds of another fallacious idea, by telling us, that coal is always found in valleys, not under mountains as we had imagined.

THE PATIENT MINE MULE.

As the men were at work miles distant, we abandoned the idea of seeing them and contented ourselves with a visit to the mules, fifty or more, that remain below ground all of the time. Their large, intelligent eyes, which at times are almost human in expression, seemed to us to assume a pathetic, pleading look in their soft depths, as though grateful for the sight of something besides that black, impenetrable darkness forever surrounding them. When our guide swung his torch in front of them they did not even blink, as the pupils of their eyes have lost the power of contracting; but in our imagination, perhaps, the pathetic look seemed to deepen, when our guide informed us that they will remain there the rest of their lives, only being taken to the world above to be treated for illness.

Returning to the office we found that we had been down just twenty-five minutes; but our minds had traveled so fast that we felt as if it must have been hours. Returning to the depot we procured dinner and found that the whole afternoon was at our disposal. Our eyes turned involuntarily to the beautiful hills, away off on every side. We determined, if possible, to reach the top and look over—not from curiosity, my male readers, but from an investigating nature, which desires to see and understand all that comes in our way.

TO NAY AUG FALLS.

A few judicious questions gave us to understand that a lovely place called Nay Aug Falls was situated away up there somewhere, and was well worth visiting. We also gained the satisfactory information that the electric cars went directly there, so that what at first seemed a prodigious undertaking proved to be a very easy one. The cars, propelled by a mighty, though invisible power, went up the most remarkable grades with surprising rapidity. The track ahead of us seemed to rise and fall in its serpentine windings and gave us the sensation of being in a vessel, rising with billows.

In about half an hour we reached the summit of this range of hills, and the cars stopped, as it was the terminus of the line. At first we felt very much disappointed and not a little surprised that any one should have directed us there for beauty. Though it was, undoubtedly high up, still it was but a large, flat space of ground cleared of trees and underbrush, with nothing to recommend it to us, except that from it we could see over the entire city. True to our instinct of investigation, however, we pushed on ahead and suddenly came to the brink of the wildest, most romantic spot it had ever been our fortune to see. It is the Yosemite in miniature. We found some stairs, built by man, 'tis true, but otherwise nature had done it all, and to me it seemed that she had done her best. On the opposite side of the gorge, and at different heights were three railroads seeming to cling to the hillside as they felt their way along to the deep tunnels that pierce the mountain to let them through. The train on the upper track as you gazed at it from the bottom of the gorge—looked as if it rolled on the clouds and that its passengers were journeying toward the mansions in the skies, but as our feet were weighed down by the desire to remain earth for a time yet, we did not care to investigate the point where it disappeared into the mountain.

SCRANTON'S FAMOUS CATARACT.

At the bottom of the gorge we found the falls of unique name. At this season of the year the stream was so narrow that we easily stopped across it, but the plunge it took immediately beyond us sent it into a deep, dark basin, and on looking into it, it made us catch our breath and experience a curious weakening of the knees.

Climbing the hills on the other side we came upon some ruins, whose massive walls of stone and curious architectural design excited our liveliest curiosity, which was satisfied on our return to the city by the information that they were the ruins of an exploded and abandoned powder magazine.

When train time arrived my companion took the train for Chicago and I returned north, feeling very much pleased with our visit to Scranton. Henceforth that city will be something to me more than a black spot on the earth. S. A. R.

NEWS NOTES FROM WALES.

Special Correspondence.

LONDON, Sept. 6.—The Welsh section of the Incorporated Society of Musicians ceases to exist in October. In its stead two sections will be formed, a North Wales section at Llandudno and the South Wales section at Cardiff.

* * *

Some of my countrymen abroad have heard of the fanatic Welshman, Dr. Pan Jones, who despite his heathenish name, is a Christian minister. The doctor is a harmless socialistic agitator and he is treated as the innocent clown of the Welsh press and the misguided fool of the Welsh platform. The doctor is very mixed over the land question and gave evidence before the Welsh land commission and demonstrated very clearly that he didn't know what he meant in trying to express opinions which he never held. Imagine, therefore, how hazy he was when trying to reflect the opinions of others. He made the most conflicting statements which showed that he is a crank of the irresponsible type. A few years ago he visited America and did nothing to disturb the western hemisphere.

* * *

The South Wales tin plate trade is brightening up considerably owing to the reduction of 46 per cent. in the American tariff on their production. The employers anticipate such a good run of work as will compensate them in some degree for their troubles under the McKinley tariff. The McKinley tariff was a most disastrous piece of legislation for the tin plate trade and unless the Pittsburg tin plate workers have considerably advanced by the emigration of South Wales workmen during the depression there is, no doubt whatever, that the South Wales trade will be "boomed" at once.

* * *

Wales is a country for taking census. Some census is continually on the tapis. Some religious body is continually taking a census, then the bishops want a religious census. Recently the figures of the national census were published showing the number of Welsh-speaking residents of Wales and, of course, it is not satisfactory to all. If people think that they can gauge religious work by censuses, what a terrible mistake? Wales will soon be "census mad." For a little less "census" and more "senses" we should be truly thankful.

* * *

A dusky potentate, Prince Ademuyiwa, of Jebu Remo, a country on the west coast of the Dark Continent, paid a visit to Pontypridd, where he preached with the Rev. John Evans—Eglwysfach. He was much impressed with the emotional Christianity of the Welsh. The prince also delivered a trenchant address on the iniquities of the liquor traffic.

* * *

The Herald and Genedl warn Wales to beware of the treachery of English members as to the disestablishment. Both papers fear that some Irish measure may take the place of the disestablishment bill.

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The ceremony of laying the foundation stone of the Penarth intermediate schools was performed by Lady Windsor last week.

* * *

It is possible that the King of the Belgians will pay a visit to the famous Llandrindod wells.

* * *

The Swansea regatta will collapse. The Vigilant, Satanita and Britannia will not be present.

* * *

Mr. Brewer, for many years chief engineer of the Taff Vale railway, is dead.

* * *

The Llanelly agricultural show was a great success last week. OWEN.

Criticising a Young Lady.

"She would be a pretty girl for but one thing."

"What's that?" asked Charley.

George—Her face is always covered with purple and red blotches.

Charley—Oh, that's easily enough disposed of. Used to be the same way myself, but I caught on to the trouble one day, and got rid of it in no time.

George—What was it?

Charley—Simply blood eruptions. Took a short course of P. P. P. I tell you, it's the boss blood corrector. The governor had rheumatism so bad that you could hear him holler clear across the country every time he moved. He tried it, and you know what an athletic old gent he is now. If somebody would give Miss Daisy a pointer, she would thank them afterwards. All the drug stores sell it. ***

HOW THE BOYS IN BLUE FELL

Diminished Ranks of the One Hundred and Forty-Third—Its Record.

ONE PATHETIC OBJECT LESSON

With 709 Men May 3, Only 266 Were in the Ranks Two Months Later, Yet 100 Recruits Were Received in the Interval—The Regiment's Old Commissary Sergeant Writes an Interesting Letter.

The few surviving members of the One Hundred and Forty-third regiment, Pennsylvania volunteers, most of whom live in Lackawanna, Luzerne and Susquehanna counties, will be interested in a letter following, which was written by Myron S. Towne, the regiment's old commissary sergeant. A portion was read at the recent reunion at Montrose, Pa.

In reading the letter, one point should be particularly borne in mind; the writer had no means of knowing how many new men or recruits were being received all through that campaign, although they numbered over 100. Many of the slightly wounded rejoined their companies and regiments; many were wounded a second time or killed. For example, on May 6, Lieutenant O. E. Vaughn was shot through the hand, seriously injuring one of his fingers, but he refused to leave the field. He was again wounded, as described by the writer, in the latter part of June. This accounts, in a measure, for the apparent increase in the morning reports from time to time. The reputation and character of the comrade and writer for truth and accuracy is fully indorsed by the comrades of his company and regiment.

Following is the letter, which explains itself:

FIGURES ARE PATHETIC.

Captain P. De Lacy, President 143d Pennsylvania Volunteers' association, Scranton, Pa.

Dear Captain: I kept a diary of every day's events in the Wilderness campaign from (Culpepper) to July 17 in front of Petersburg, when I left the old regiment to take command of Company F, Forty-fifth United States cavalry troops. Thinking the old comrades might be pleased to know what rations they had during that fearful struggle I make a few extracts. It further shows what dreadful losses the regiment sustained in those bloody contests.

May 3 the whole regiment was out on picket on the Rapidon. As soon as orders were received, Colonel Dana called in the regiment, which arrived in camp about 9 p. m., and I was ordered to draw and issue three day's rations. The requisition called for 730, of these seventeen were musicians and four non-commissioned staff, making 709 muskets. Soon after midnight, about 1 a. m., the morning of May 4, in a drizzling rain, we marched away into the darkness from the light of our burning camp to begin what proved to be a series of the bloodiest battles ever recorded in the history of men.

May 8, issued five days' hard bread, coffee, sugar and salt: May 10, one day's beef to 250 men, all that were in line; May 11, two days' hard bread, coffee and sugar, one day's pork, one of beef in afternoon; May 12, a bloody day, Major Conyingham was wounded; May 13, two days beef; May 15, the usual hard bread, coffee, sugar and salt to 269 men, all that were present at morning report: May 16, three days', viz: 180 pounds sugar, 69 pounds coffee and 867 pounds hard bread to 289 men, including five at hospital; May 19, 69 pounds coffee, 141 pounds sugar, 35 pounds salt; May 22, two days' beef to 331 men; May 24, 1,324 pounds hard bread, 179 pounds sugar, 105 pounds coffee, 50 pounds salt, 1 day's pork; May 25; one day's beef, 70 pounds coffee, 131 pounds sugar, three days' hard bread; May 28; one day's beef, crossed Pamunkey river, 297 men; May 30, three days usual hard bread, coffee, sugar and salt, two days' pork, to 306 men; May 31, one day, beef, to 301 men; June 3, two days' beef; June 4, three days, and June 5, two days, of usual hard bread, coffee, sugar and salt, two days' beef; June 6, one day's beef; June 7, two days' usual ration, one day of pork, to 336 men; near Bottom Bridge, White Oak swamp, June 8, two days' beef; June 9, 100½ pounds sugar, 53 coffee, 25 salt, 251 pork, 49 beans, 10 2-3 canteens whisky (one-third ration); June 10, 18½ pounds soap; June 11, two days; June 12, two days of the usual hard bread, sugar, coffee and salt, with 98 pounds bacon, 66 apples, 40 soap, to 331 men; and marched for James river (these rations and extras came from White House landing); June 14, one day's beef; June 15, three days, the usual hard bread, coffee, sugar and salt and two days' pork to 334 men; crossed the James June 16, one day, and June 17, two days, usual hard bread, coffee, sugar and one day's beef, 334 men; June 18, Alonzo Mott, of Company H, was killed in the assault on Petersburg; June 19, two days of hard bread, coffee, sugar; June 20, one-half gill whisky to each of 293 men (it will be seen the regiment lost from ration list 41 men in the assault.

From this time on our luxuries of living increased and were more regular, but the gallant boys of the regiment kept wasting away: June 23, 46¾ pounds coffee, 87½ pounds of sugar, 10¾ quarts of salt, 134½ quarts of beans, 6 gallons of cabbage, 12 gallons of vinegar, 15 papers of pepper, 262 bushels of potates, 29 bushels of apples, 336 pounds of beef, to 292 men; June 25, two days were issued to 272 men, musicians not included. At this time a young sprig of a colonel commanded the brigade, of a Maine or Massachusetts regiments by name of Tiklen or Tilton. Does any comrade remember what sin the musicians committed that they had to fast at this man's order? My diary does not state. I remember the fact, but I have forgotten the cause.

July 1 we received 82¼ pounds of coffee, 44 quarts of salt, 550 hard bread, 17 candles, 14 papers pepper, 23 gallons molasses, 206½ pounds of pork, 343 pounds of beef, some vinegar, 275 men; July 2, 1 day, soft bread, (our first); July 4, from sanitary commission some sauer kraut, 21½ gallons cucumbers pickles, 5 gallons onions pickles, 10 lemons, 70 pounds fresh cabbage; July 13, 1 day pork with common rations and 172 heads cabbage, (the pork was spoiled at time of getting these rations.) Stephen Jordon, of Company B, was wounded by an exploding shell; July 17, my last service in the old regiment was to issue our share of pickles and potatoes given the brigade by the sanitary commission to 266 men.

HOW UNCLE SAM SAVED THE BEEF.

It must be remembered that the ration requisition had to be approved by the brigadier commander and agree with morning report of the number present for duty, or the brigadier commissary was not allowed to issue, hence any boys not up at morning report was left out of grub. This was the cause of Lieutenant O. E. Vaughn, acting adjutant, being wounded. The comrades will remember at near Fort Hill where we dug wells in rear of lines for water, back of which was a shell plowed and bullet swept hill. On the rear side of this hill was brigade headquarters. The requisition called for three more rations than were on the morning report, which this young colonel would not approve. Leaving the detail I returned to have the papers made to agree. While the lieutenant was engaged at this, sitting on a bank, a sharp shooter's bullet coming over the breast work hit some brush put up for a shade and broke the lieutenant's shoulder. So this hair splitting caused a worthy man a grevious wound, deprived the government of the services of a brave and faithful officer, and Uncle Sam saved three and three quarter pounds of beef.

It will be seen the regiment lost from the ration list from May 4 to July 17 464 men. It was more than this for we had quite a number of men detailed in trains. When the trains were turned in at City Point these men were returned. I have no means of knowing the number. They were included in the last but not in the first list.

It was at the battle of the North Anna, May 23, that Sergeant Pritchard, the armorer of Company D, was shot through the throat, making a hole through the windpipe and nearly cutting it off. He refused to lay down, or could not. I washed off the blood and tried to make him as comfortable as possible. He could not speak. Making motions to write, I gave him paper. He wrote: "Tell 'Doc' Reamer to give me something to make me die easy." The doctor answered: "Tell Pritchard I cannot kill him." Early next morning we filled an army wagon with pine boughs about a foot deep, putting wounded soldiers on each side as close as they could sit. Pritchard was the last man put in, on the right hand side next to a soldier with a wounded arm, so that with his well arm he could wet his lips. We filled their canteens with water, which was all we could do for them. When the wagon rolled away on the road to Port Royal, I shall never forget the sad look of distress he gave us; we all knew that he must die. Sometimes in the night I awaken and in mind see the face of that dying comrade as it then looked, and it gives me the nightmare.

All hail the boys in blue who bore aloft the starry banner mid battle smoke on many bloody fields of carnage, when the ship of state had dragged her anchors and was drifting on the breakers. All honor to loyal fathers, mothers, daughters, who cheered them on from home. Peace to the ashes of the slain, robed in army blankets, by comrades laid to rest at midnight's lonely hour by lantern's flickering glare, or when pale Luna's light was dimly shining.

May the living green of remembrance never fade until the race shall die.

MYRON S. TOWNE,
Commissory Sergeant, One Hundred and Forty-third, Pennsylvania Volunteers, formerly private, Company H.
Unionville, Mo

FINANCIAL AND COMMERCIAL.

Stocks and Bonds.

NEW YORK, Sept. 14.—Business at the Stock exchange showed a considerable falling off today. The total sales were only 151,184 shares, and Chicago Gas figured for 36,400 shares, or more than double the amount of any other stock on the list.

The range of today's prices or the active stocks of the New York stock market are given below. The quotations are furnished THE TRIBUNE by G. du B. Dimmick, manager of William Linn Allen & Co., stock brokers, 412 Spruce street, Scranton.

	Opening.	Highest.	Lowest.	Closing.
Am. Cot. Oil	33¾	34¾	33¾	34¾
Am Sugar	105	105⅞	105	105⅛
A. T. & S. F.	7⅞	7⅞	7¾	7⅞
Can. So.	....	....	....	....
Chespeake & Ohio	20⅛	20⅛	20⅛	20⅛
Chic. Gas	73¼	73¾	70⅝	70⅝
Chic & N. W.	104¾	104⅝	103¾	104¼
C., B. & Q.	75⅞	76	75⅛	75⅝
C., C. C. & St. L.	40	40	39⅝	39⅝
C. M. & St. Paul	66⅛	66⅛	66	66⅛
Chicago, R. I. & Pac.	64¾	64¾	64¾	64¾
D. & H.	136⅞	136⅞	136⅞	136⅞
D., L. & W.	173¾	173¾	173¾	173¾
D. & C. F.	13⅝	13¾	13⅛	13⅛
G. E. Co.	38⅞	39	38⅝	38¾
Ills. Cent.	94¾	94¾	94⅛	94⅛
Lake Shore	136	136	137	136
L. & N.	56⅞	56⅝	56	56¼
Manhattan	118¼	118¼	118¼	118¼
Mich. Cent.	....	....	....	....
Miss. Pac.	30	30⅛	29⅝	29⅝
Nat. Cordage	15	15⅛	15	15⅛
Nat. Lead	42¼	42½	41½	42
New Jersey Cent.	....	....	....	....
N. Y. Central	....	....	....	....
N. Y. & N. E.	28	28	27¾	27¾
N. Y., L. E. & W.	15⅞	15⅞	15⅝	15⅝
N. Y., S. & W.	17¼	17¼	17¼	17¼
N. Y., S. & W., pr.	47¾	48	47¾	48
North Pac.	5⅝	5⅛	5¼	5⅛
North Pac. pr.	21⅛	21⅛	19⅛	19⅛
O. & W.	17¼	17¼	17	17
Phil. & Reading	22⅝	22¾	21⅞	21⅞
Rich & W. P.	19¼	19¼	19⅛	19¼
T., C. & L.	....	....	....	....
Texas Pac.	10⅝	10⅞	10¼	10¼
Union Pacific	14⅛	13⅝	13¼	13¼
Wabash	....	....	....	....
Wabash pr.	16⅛	16⅛	15⅞	16
Western Union	91⅞	91⅞	90⅞	90⅞

CHICAGO BOARD OF TRADE PRICES.

	Opening.	Highest.	Lowest.	Closing.
WHEAT.				
May	61¾	61¾	61⅜	61⅜
Sept	53¾	53⅞	53¼	53⅜
Dec	56⅝	56¾	56⅜	56⅜
OATS.				
May	35⅛	36	35⅝	35⅝
Sept	30¼	30¼	30¼	30¼
Dec	....	....	....	....
CORN.				
May	54⅝	54⅝	53⅝	53⅞
Sept	56	56	54⅝	54⅝
Dec	53¼	53⅝	52⅛	52⅛
LARD.				
Jan	830	830	815	815
Sept	880	880	880	880
Dec	882	885	875	880
PORK.				
Jan	1430	1435	1407	1407
Sept	1400	1400	1400	1400
Oct	....	....	....	....

Scranton Wholesale Market.

SCRANTON, Sept. 14.—FRUIT AND PRODUCE—Dried apples per pound, 6⅝a7c.; evaporated apples, 10a11c. per pound; Turkish prunes, 5a5½c.; English currants, 2a2½c.; layer raisins, $1.75a1.80; muscatels, $1.00a1.40 per box; new Valencias, 6a7c. per pound.

BEANS — Marrow-fats, $3.40a3.50 per bushel; mediums, $2.00a1.90.

PEAS—Green, $1.15a1.20 per bushel; split, $2.50a2.60; lentels, 5 to 8c. per pound.

POTATOES—New, 70 to 75c. per bushel.

ONIONS—Bushel, 70 to 75c.

BUTTER—17c. to 23c. per lb.

CHEESE—9a11½c. per lb.

EGGS—Fresh, 17½a18c.

MEATS—Hams, 12½c.; small hams, 13c.; skinned hams, 14c.; California hams, 9c.; shoulders, 8½c.; bellies, 10½c.; smoked breakfast bacon, 12½c.

SMOKED BEEF—Outsides, 13½c.; sets, 15c.; insides and knuckles, 16½c. Acme sliced smoked beef, 1 pound cans, $2.45 dozen.

PORK—Mess at $17; short cut, $18.

LARD—Leaf in tierces at 10c½.; in tubs, 10¼c.; in 10-pound pails, 11¼c. per pound; 5-pound pails, 11¾c. per pound; 3-pound pails, 11½c. per pound; compound lard—tierces, 7½c.; tubs, 7¾c.; 10-pound pails, 8¼c. per pound; 5-pound pails, 8⅝c. per pound; 3-pound pails, 8½c. per pound.

FLOUR—Minnesota patent, per barrel, $4.00a4.20; Ohio and Indiana amber, at $3.25; Graham at $3.25; rye flour, at $3.00.

FEED—Mixed, per cwt., at $1.25.

GRAIN—Rye, 65c.; corn, 66 to 68c.; oats, 40 to 50c. per bushel.

RYE STRAW—Per ton, $12a14.

HAY—$14.50a16.

New York Produce Market.

NEW YORK, Sept. 14.—FLOUR—Freely offered, dull, weak.

WHEAT—Dull, lower with options; No. 2 red store and elevator, 57⅞a58c.; afloat, 58¼c.; f. o. b., 58⅝a59c.; ungraded red, 53a58c.; No. 1 northern, 63⅝a64c.; options declined ⅝a⅞c. and closed weak and fairly active; December and May most active; September, 57⅞c.; October, 58¼c.; December, 60½c.; May, 65¼c.

CORN—Dull, lower, weak; No. 2, 64½c.; elevator, 64½c.; afloat; options were dull, heavy and 1⅝a2⅜c. lower; May most active; September, 62¼a62½c.; October, 60⅝c.; December, 58⅝c.; May, 57½c.

OATS—Dull, lower, weak; options dull, weaker; September, 34½c.; October, 35c.; November, 36c.; December, 37½c.; May, 40¼c.; No. 2, white, October, 37¾c.; spot sales, No 2, 34c.; No. 2 white, 37⅝a38c.; No. 2 Chicago, 35¼a35⅝c.; No. 3 38c.; No. 3 white, 36¾a37c.; mixed western, 35a36c.; white do., 37a40½c.; white state, 37a40½c.

BEEF—Quiet; family $10a12; extra mess, $8a8.50.

BEEF HAMS—Dull, $22.

TIERCED BEEF—Firm; fair demand, city extra India mess, $17.40.

CUT MEATS—Less active, firm; pickled bellies, 12 lbs, 9¼a9½c; pickled shoulders, 7¼a7½c; pickled hams, 11a11⅛c; middles nominal.

LARD—Lower, dull; western steam, $9.15 bid, city, 8¾a8½c.; September $9.20 nominal; January, $8.55 bid; refined, easier; continent, $9.65; South America, $9.65; compound, 6¾a7¼c.

PORK—Quiet, steady; mess $15.50a16; extra prime, $13.50a14.

BUTTER—Quiet; fancy, firm; state dairy, 14a22c.; do. creamery, 18a24c.; Pennsylvania do., 18a24c.; western dairy, 13a17c.; do. creamery, 15a24½c.; do. factory, 12½a16c.; elgins, 24a24½c.; imitation creamery, 15a18c.

CHEESE—Fair demand for fancy, firmer; state large, 8a10½c.; do. fancy, 10¼a10½c.; do. small, 8¾a10⅝c.; part skims, 4a8½c.; full skims, 3a3½c.

GENERAL NEWS OF INDUSTRIES

Anthracite trade circles were stirred yesterday by a long article in the financial department of the Philadelphia Press descriptive of the demoralized condition of that branch of the fuel industry. The article began as follows:

The anthracite coal trade has not been in such a demoralized state for years at this season of the year as it is at the present time. Though the fall demand should be felt and the distribution of coal active there is no demand, prices are at a lower point than for a long period and there is little hope of an improvement which will enable the trade to take advantage of the fall season. A year ago in the month of August the average price of stove coal, the most important size, in New York, was $4.15 per ton; in August of this year the average price was $3.42 per ton. More recently a leading company has sold stove coal at $3.20 in New York, so that the average price this month is likely to be lower than in August. Odd cargoes of stove coal have been sold at $3. The official or circular price of stove coal in New York is $4.15; so that the cut is 95 cents per ton, which, if continued for a year, would mean a loss of $45,000,000 to the trade. The average price of all coal in New York is lower than the figures given for stove. In August it was $3 per ton, an unprecedentedly low figure. The cause which has brought about the lower prices is overproduction. Notwithstanding the low prices the great companies go on mining coal from month to month at a greater rate than the market will take. In this respect the management of the trade is as bad as it can be. It is almost inconceivable that the managers of the great producing companies and the carriers of coal should continue to send coal to market without relation to the demand. There is not an easier great business problem than adjusting the production of anthracite coal to the demand, but such is the greed of some of the carrying companies and the necessities of others that the market is constantly overstocked and the profits of coal mining are narrowed and sometimes lost. There is, however, a pretense of management of the trade. Month after month the representatives of the leading companies meet, and after comparing notes as to the requirements of the public, agree on tonnage. But the agreement is constantly broken, and not a man among those who make it believes that it will be kept.

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The remainder of the Press article is chiefly devoted to a minute history of the efforts of a committee of coal operators and agents to get the various producing companies to agree to a new table of percentages of output, and to a discussion of the many difficulties which this committee has encountered. There are some inaccuracies in the article, but its central point is unfortunately too true. The coal trade today is in the worst condition that it has been in during many years; and unless some decided and earnest action shall soon be taken and lived-up to by those primarily interested, the developments of the next few months are certain to bring new lessons in disaster. Singularly enough, in all the allusions that have recently been made to this subject by the newspapers and trade journals, the real cause of the trouble has been overlooked. Difficult as it has been to get the large New York companies to agree to some fair basis of restriction, in order that the trade might not utterly go to pieces, and so that the work in the mines might be fairly apportioned instead of being monopolized in some sections while other collieries are idle or on short time, this task has been easy compared with the effort to get the Pennsylvania Railroad company to act in unison with the other companies. The Pennsylvania has been willing at all times to profit by the restrictions of the other companies, and has manifested no shrinking modesty in grabbing for the oyster after the other fellows had opened the shell; but it has steadily refused to go into any agreement relative to a readjustment of percentages and has, by its deliberate overproduction in excess of market needs, rendered futile the restrictive efforts of the remainder of the trade and brought about the present unprecedented instability of market rulings.

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This policy is the more singular in view of the fact that the Pennsylvania is only too willing to go into traffic and passenger pools, with other carrying companies, and to live up to agreements thus made. There is no argument in favor of traffic pools which does not apply with equal force and pertinency to the need of intelligent and systematic control of the anthracite coal trade; and there is one argument in favor of the latter which does not apply to the former. That argument is the fact that anthracite coal is a limited quantity steadily diminishing, thus rendering doubly essential such a husbanding of the resources of the mines as shall preserve it from the ruinous circumstances of indiscriminate cut-throat competition. General freight, on the other hand, is, upon the whole, an increasing commodity and shows less need of an understanding among its carriers. The Pennsylvania company, so long as it could be carried along by the efforts of the other producers of anthracite, was perfectly willing to run its mines full time, producing monthly nearly 500,000 tons whether the market requirements were great or small. Now, however, that it has succeeded in precipitating a crisis which bids fair to result in utter and relentless competitive warfare, it and its shippers may well pause to behold the folly of its insensate greed, which not only hurts others, but threatens also to react with heavy damage upon itself.

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There is a remote chance that all this threatened and imminent havoc may be averted. It is jeoparded not a little by those carrier companies which, while sending representatives to the conferences of the sales agents and participating in the interchange of opinions from which the monthly tonnage quota is evolved, openly boast that if they do not please to observe such restrictive limits they will defiantly ignore them. But even these companies are not so difficult to argue with as is the Pennsylvania Railroad company, which foolishly thinks that it can go on forever, ignoring sound business principles in its relations with the anthracite trade without some day getting the worst of its false policy. It is within the power largely of the Pennsylvania company to say whether the anthracite trade shall gradually be put back on a permanent and harmonious basis, where it will give steady employment at good wages to the miners of northeastern Pennsylvania and return a fair share of profit to the capital and thought invested in it, or whether it shall sink down into a desperate struggle for existence, in which prices will collapse, wages become precarious, profits vanish and the consuming public be treated to the rapid extinction of an invaluable natural resource. The Pennsylvania Railroad company should reflect that freight revenues are not to be obtained from trade demoralization; but rather from a general diffusion of reasonable profits and prosperity.

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"At this time last year," said F. S. Kerbaugh, who has for years been one of the largest contractors on the Pennsylvania lines, to an Indianapolis Journal man, "we had 2,000 men at work on the Pennsylvania lines building bridges and other work of that kind. Now we haven't a single workman engaged in that task, which is a sufficient commentary on the bad times. But this state of things cannot last much longer, and the railroads will soon be giving employment to thousands of men, just as they did before the depression. Work on a big system like the Pennsylvania can never cease. There are no bounds to the improvements that must be made, and the progress of development and expansion is indefinite. Had work gone straight ahead the Pennsylvania company would have finished its great scheme of quadruple tracks between New York and Pittsburg in a couple of years. That company is ever to the front with improved appliances. Its block system of signaling has been famous for years, and now that is to be superseded by an automatic system, in which compressed air from the advancing locomotive does all the work, rendering the business of an operator superfluous."

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A cable message from Homburg, Germany, has been received by Mrs. E. B. Leisenring, of Upper Lehigh, stating that her husband, the president of the Lehigh Coal and Navigation company, who has been seriously ill in Hamburg, is much improved. Notwithstanding this, Mrs. Leisenring and several other members of the family sailed for Europe yesterday, as was planned before Mr. Leisenring's sinking spell.

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The Lebanon Manufacturing company has received a contract for 450 additional freight cars to be built for the Lehigh Valley Railroad company. All car shop employes are working on full time. The Lackawanna Iron and Steel company, purchaser of Robert H. Coleman's assigned estate, will, a Lebanon dispatch says, add a large and improved iron furnace to the extensive plant at Cornwall.

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Rival trolley companies, the Schuylkill Traction company and the Pottsville Traction company, are eagerly seeking franchises in coal region towns. The former has the leading streets in Pottsville. The Pottsville company proposes to build a trolley road from Tamaqua to Pottsville, Minersville, St. Clair, Port Gibson, Frackville and Gilberton, making in all over thirty-six miles of electric railway.

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The statement of shipments of anthracite coal, approximated, for the week ended Sept. 8, compared with the corresponding period last year, is as follows:

Regions.	Sept. 8, '94.	Sept. 9, '93.	Dec'se
Wyoming, tons	352,578	403,503	50,926
Lehigh, tons	116,224	131,179	14,955
Schuylkill, tons	167,251	204,704	37,453
Total	636,053	739,387	103,334
Total for year to date	36,735,641	21,463,067	1,727,569

MINOR INDUSTRIAL NOTES:

Sixty per cent. of the freight cars now owned by the Pennsylvania company are of 60,000 pound capacity.

For the first time in eighteen months the receipts for August of the Northern Pacific railroad show an increase.

The Minnesota State Railroad commission has ordered the Northern Pacific railroad to reduce the rate on coal from Duluth to Moorhead from $3 to $2.25.

The Central is about to place an order for 3,500 thirty ton gondolas, equipped with the Janney coupler. These will be equal to 17,500 small hopper cars, and will have a capacity of 105,000 tons of coal. They will be longer and wider than the twenty-five ton cars now in use. The small cars are being destroyed as they become too expensive for repairs and the new gondolas will replace the small ones.

The Locomotive Engineer Journal of a recent date has a fine article descriptive of engine No. 19, of the Delaware, Susquehanna and Schuylkill. The engine is the largest "Mogul" locomotive in the world. The cylinder is 22 by 28 and the weight of the engine complete with tender is 241,000. The engine was designed by Daniel Coxe, jr., superintendent of the road, and is a fine example of a modern freight locomotive.

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