

Industrial and Commercial.

MINE, MILL AND RAILROAD.

Discussing the much-mooted question of government ownership of railroads the Washington Post says: "Thousands of good citizens in every part of the country hold to this theory, and the number of its adherents increases from year to year. The federal government to enter upon the plan of owning the railroads it would simultaneously enter the road to ruin and would soon reach its terminus. To purchase these roads would require something like ten or eleven billions of dollars. They have cost \$10,000,000,000. Some of them are worth more and some less than their cost. The government would not undertake to confiscate this property, but if it took it at all would do so at a fair appraisal. Is the country prepared, or will it ever be prepared, to invest ten billions or any billions in railroads? To be sure, it could manufacture fiat money, make it legal tender, and compel railroad owners to accept the stuff in payment for stocks, but that would be more despicable than out-and-out confiscation; for an issue of \$10,000,000,000 in fiat money would be worthless."

"There are," adds the Post, "1,890 railroads in the United States and they employ 900,000 men. These with their families make about 3,000,000, a very large percentage of our total population as compared with the number of dependents on other industries. Last year the total receipts of our railroads were about \$1,250,000,000. This income resulted from the transportation of 594,000,000 passengers and 748,000,000 tons of freight. The dividends were less than \$200,000,000, or less than 1 per cent. on the ten and a half billions invested. It is said that 65 per cent. of the railroads have defaulted in the last ten months. Compared with the business of the railroads that of the federal government is a small affair in money and in the number of employees. Does anybody believe that the federal business is more economically managed than the business of the railway corporations? Does not everybody know that such is not the case? Has not service reform made such progress that we can safely add 900,000 to our 1,000,000 of civil employees? Would either of the two great parties feel sure that a presidential campaign would be fairly conducted if a million men and billions of money were under the control of the other party? It seems to us that a glance at the railroad statistics ought to convince any person who understands what our government is and what it is intended to be that federal ownership of the railroads would be a wide and wild departure from sound principles, a departure fraught with the most alarming danger."

On Sunday, Nov. 18, the winter train schedules on the Pennsylvania and Reading systems will go into effect. On the former a number of important changes will be made in the service to the south. It seems to us that a glance at the railroad statistics ought to convince any person who understands what our government is and what it is intended to be that federal ownership of the railroads would be a wide and wild departure from sound principles, a departure fraught with the most alarming danger."

George Lowell, general superintendent of the Louisville, New Albany and Chicago lines, tells the Indianapolis Journal that the time is not far distant when every locomotive will be equipped with an electric headlight, but before this is done the price must be lower and some changes made in handling it. He says it must be so constructed that the electric headlight will swing on a pivot and be controlled by a rod extending from the headlight back to the cab, so that the engineer, by a little exertion, can throw the light in any desired direction; as his engine rounds a curve he can turn the headlight to meet that curve, and as the engine approaches a sidetrack he can turn the headlight to strike the switch, flooding it with light and in an instant showing him if it is in its correct position for the train to pass safely. Mr. Lowell says there will be a saving which will pay for an electric headlight on every locomotive a road has, as there will be no necessity for placing switch signal lights, which are not only an expense in having a man to look after them, but their cost and that of the oil they burn is much greater than would be supposed. Aside from this, he thinks electric headlights are a great preventive of accidents from head-on or rear collisions. Another point he makes is that, in case of an accident, if the electric light can be used as a signal of a wreck or trouble of any kind, as by flashing it upon the sky, its reflections can be seen by actual experiment ten miles.

MINOR INDUSTRIAL NOTES: The Morris Ridge breaker is reported to be in a dangerous condition, the heavy machinery recently put in being too heavy for the framework. The col-

lery has suspended operations until the necessary repairs are made. On or about Nov. 7 lake navigation will close, and the railroads will be enabled to take a firmer stand as regards rates.

The Western New York and Pennsylvania railroad's earnings for the quarter ended Oct. 30 show an increase in net of \$45,136.23.

The October pay rolls of the Pennsylvania lines will show about 25 per cent. more paid out to shop employees than for September wages.

The largest car wheel works in the United States south of the Ohio river will be put in operation next week at Lenoir, Tenn., employing several hundred men.

The Connecticut railroad commission in a report on the New England railroad says that the property has decidedly improved in condition during the past year.

A large amount of northern capital will, it is said, be invested in the south during the next two months, much of which will be for the development of coal lands.

The head of one of the largest firms in machinery states that in the last two weeks he has doubled his working force, and the prospects for trade are much brighter from the orders he has booked since Nov. 1.

The fact that the Pennsylvania company is moving much the larger per cent. of its through freight traffic over the Panhandle lines, instead of the Pittsburgh, Fort Wayne and Chicago, is an exciting comment.

The depressed times have struck the Philadelphia and Reading hard. In September, and probably for October, both the railroad and the coal company will fail to meet their fixed and current charges, and for the ten months the companies are \$2,574,407 short of meeting the obligations of the fiscal year.

The work of removing the water from the old abandoned Reno slope, near Shamokin, goes slowly on. The large pole pump which gave such good service after being submerged for the past twelve years has given out and the management are compelled to hoist the water with tank cars, which is a very slow and tedious method.

The Edgar Thompson steel mill in October turned out 35,900 tons of steel rail, the largest output of any month in the history of the works. This month the works will run but five days of the week. The phenomenal run of October is explained by some of the workmen by the statement that the October production is to be used as a basis for the scale for the succeeding three years, and it was very desirable that a good showing be made.

Notwithstanding the agreement entered into by the anthracite coal sellers agents to allow unlimited production this month, the Reading's tonnage for the week ended Nov. 3 shows a decrease of 2,749 tons, the total having been 269,173 tons, against 271,912 tons for the corresponding period last year. For the fiscal year to the date named the company's tonnage has aggregated 11,254,641 tons, a decrease as compared with the same period last year of 857,402 tons.

Operations are being pushed at the Henry Clay colliery, but the big plant is still suffering for want of steam. Four new tubular boilers are fired up, and the Shamokin Dispatch, and two others will be in readiness by the end of the week. Six of the best of cylinder boilers are still in use, but are only carrying fifty pound pressure of steam each. It is evidently the intention of the company to abandon these as soon as they can be replaced by boilers of the tubular pattern.

By the United Press. New York, Nov. 7.—The undertone of speculation at the Stock exchange today was firm. The course of prices was very irregular. The opening was rather weak. Manhattan and Sugar receded a point each. It was in the industrials that the bulls made the most progress and with the least opposition.

There were some wide changes in the anthracite coalers. New Jersey Central first declined to 91 and then bounded up to 94½; Lackawanna sold up to 161½ and receded to 160½. In the closing dealings there was a disposition on the part of holders to accept profits and the early gain was partially lost. Compared with yesterday's final figures prices for the active stocks showed losses of ¼ to ¾, excepting Sugar, Gas and the coalers, which gained ¼ to ½. Total sales were 205,000 shares.

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

Table with columns: Op'n-High-Low-Close, est. ing., and various stock symbols like Am. Cot. Oil, Atch. To. & S. Fe., Can. South, Ches. & Ohio, Chicago Gas, Chic. & N. W., Chic. B. & Q., C. C. & St. L., Chic. Mil. & St. P., Chic. P. L. & P., Delaware & Hud., D. L. & W., Dist. C. F., Gen. Electric, Ill. Central, Lake Shore, Louis. & Nash., Manhattan Ele., Nat. Pacific, Nat. Cordage, Nat. Lead, N. Y. Central, N. Y. L. E. & W.

Table with columns: N. Y. S. & W. Pr., Nor. Pac., Ont. & West., Phil. & Del., Rich. & W. P., Texas Pacific, Union Pacific, Wash. Pr., West. Union, W. Va. & P.

Table with columns: WHEAT, May, November, December, OATS, May, November, December, CORN, May, November, December, LARD, May, November, December, BUTTER, May, November, December, EGGS, May, November, December, POULTRY, May, November, December, HONEY, May, November, December, SUGAR, May, November, December, COFFEE, May, November, December, TEA, May, November, December, SPICES, May, November, December, OILS, May, November, December, FURS, May, November, December, GUMS, May, November, December, RESINS, May, November, December, WAXES, May, November, December, SOAPS, May, November, December, CIGARS, May, November, December, TOBACCO, May, November, December, OTHERS, May, November, December.

Table with columns: Scranton Wholesale Market, Scranton, Nov. 8.—Fruits and Produce—Dried apples, per lb., evaporated apples, per lb., Turkish prunes, 50 lbs., English currants, 25 lbs., layer raisins, 10 lbs., muscatels, \$1.40 per box; Beans—Marrowfat, \$2.50-2.40 per bush; new Valencia, \$2.50-2.40 per bush; 41; mediums, \$1.75-1.70; Peas—Green, \$1.10-1.15 per bushel; split \$2.50-2.60; lentils, 50c. per lb.; Potatoes—50 lbs., bushel; Onions—Bush, 50c.; Butter—Table, per lb.; Cheese—Salted, per lb.; Eggs—Fresh, 20c.; coolers, 18c.; Hams—Small, 25c.; small hams, 50c.; skinned hams, 12c.; California hams, 12c.; shoulders, 8c.; bellies, 8c.; smoked breakfast bacon, 10c.; Cured Beef—Outlets, 12c.; sets, 15c.; insides and knuckles, 10c.; Acme sliced smoked beef, 1-lb. cans, \$2.45 dozen.

Table with columns: Pork—Mess, 37; short cut, 31; lard—Leaf, in tierces, 9c.; in tubs, 9c.; 10-pound pails, 10c.; 5-pound pails, 10c.; 3-pound pails, 10c.; compound lard, 10c.; 5-lb. tubs, 10c.; 10-pound pails, 7c.; 5-pound pails, 7c.; per pound; 3-pound pails, 7c.; per pound; Flour—Minnesota patent, per barrel, \$2.85; Ohio and Indiana patent, 43; Graham, 47; Rye Flour, 43; Feed—Mixed, per cwt., \$1.15; Grain—Rye, 6c.; corn, 5c.; oats, 3c. 4c. per bushel; Hay—Per ton, \$12.40; Hay—\$14.50; Buckwheat Flour—\$2.15 per 100.

Table with columns: New York Produce Market, By the United Press. Next Week, Nov. 18.—Flour—Fair demand. Wheat—Quiet, firm; No. 2 red steers and elevator, 50c. 50c.; No. 2 white, 50c. 50c.; No. 1 northern, 50c. 50c.; options closed weak; November, 50c.; December, 50c.; January, 50c.; May, 60c. Corn—Dull, lower; weak; No. 2, 5c. 5c.; elevator, 5c. 5c.; western, weak and 5c. lower; November, 50c.; December, 50c.; January, 50c.; May, 50c. Oats—Dull, lower; options dull, lower; western, 23c.; No. 2 white, 23c.; No. 2 white, 23c.; spot prices, N. 2, 23c. 23c.; No. 2 white, 23c. 23c.; mixed western, 23c. 23c.; mixed, 23c. 23c.; Cut Meats—Dull. Lard—Quiet, steady; western steam, 27c. 27c.; city, 27c.; November, 27c.; January, 27c.; refined, quiet; continent, 27c. 27c.; South America, 27c. 27c.; options closed weak; Pork—Quiet, steady. Butter—Fancy firm, good demand; state dairy, 12c. 12c.; do. creamery, 12c. 12c.; Pennsylvania, do. 12c. 12c.; western dairy, 11c. 11c.; do. creamery, 12c. 12c.; do. factory, 10c. 10c.; Eggs, 20c. 20c.; imitation creamery, 12c. 12c. Cheese—Fair demand, unchanged. Eggs—Firm, fair demand; state and Pennsylvania, 24c. 24c.; western fresh, 22c. 22c.; do. per case, \$24.75; lined, 15c. 15c.

Table with columns: Buffalo Stock Market, By the United Press. Buffalo, Nov. 8.—Cattle—Receipts, 1,500 head; on sale, 61 head; market steady; prime heavy steers, \$5.40; good, \$3.80-4.20; light, \$3.50-3.65; cows, \$2.50-2.70; veals, \$2.25-2.50. Hogs—Receipts, 13,000 head; on sale, 1,700 head; market strong; Yorkers, \$4.70; mediums, \$4.75; earlier sales were; Yorkers, \$4.90-5.00; mixed hogs, \$4.65-5.00; mediums, \$4.70-4.75; pigs, \$4.50-4.65; roughs, \$3.90-4.25; stags, \$3.50-3.75. Sheep and Lambs—Receipts, 7,000 head; on sale, 5,000 head; market steady; early sales, choice to extra native lambs, \$4.00-4.35; good, \$3.75-4.00; common to fair, \$3.25-3.75; mixed sheep, fair to good, \$2.50-3.25; common, \$2.40-2.60; culls, \$1.50-2.00; late sales, Canada lambs, \$4.25-4.50; common, \$4.25.

Table with columns: Chicago Stock Market, By the United Press. Chicago, Nov. 8.—Cattle—Receipts, 11,000 head; market firm; common to extra steers, \$3.45; stockers and calves, 23c. 25c.; cows and bulls, \$2.20-2.50; veals, \$2.50-3.00. Hogs—Receipts, 4,000 head; market opened easy but closed firm; heavy, \$4.00-4.65; common to select mixed, \$3.20-3.50; choice assorted, \$4.30-4.50; light, \$3.20-3.45. Sheep—Receipts, 19,000 head; market weak; inferior to choice, \$1.50-2.25; lambs, \$1.75-2.25.

Table with columns: Philadelphia Tallow Market, By the United Press. Philadelphia, Nov. 8.—Tallow is quiet, but better; market steady; country, prime, in blis., 44c. 44c.; country, prime, in blis., 44c. 44c.; do. dark, in blis., 44c. 44c.; cakes, 6c. 6c.; grease, 4c.

Table with columns: OLYPHANT, Mr. and Mrs. Thomas Foley were returned from their wedding trip. B. P. O'Malley attended a social at Carondeau Wednesday evening. Mike Swift, of Archbald, was a caller in town Wednesday evening. Mrs. W. J. Brown, Mrs. P. Langhan and Miss Jennie Ferguson visited friends in Dunmore the fore part of the week. Mr. and Mrs. S. D. Peck and children, of Buffalo, are the guests of G. W. Barwig and family. The Ladies' Aid of the Presbyterian church will hold an entertainment and croquette social in Mahon's hall Tuesday evening, Nov. 20. An excellent programme is being prepared. Mrs. M. Stone and children are visiting her home at Cashovia, N. Y. John Williamson, of Wilkes-Barre, was in town yesterday. James Lally has returned from Avoca.

Table with columns: Only a Terror to Lawbreakers, From the Indianapolis Journal. A few violent protests have appeared against the recommendation of General Schofield for the increase of the regular army. But the United States army never interfered with any man who was obeying the laws. Achilles is Outraged, From the New York Tribune. Achilles was a fair sort of man in his day, but his achievements in the fighting business seem trivial and insignificant when compared with Mr. Cleveland's work in that line. But then, there wasn't nearly as much of Achilles.

Table with columns: When Baby was sick, we gave her Castoria. When she was a Child, she cried for Castoria. When she became Miss, she clung to Castoria. When she had Children, she gave them Castoria.

Table with columns: Atlantic Refining Co, Manufacturers and Dealers in ILLUMINATING AND LUBRICATING OILS. Lined Oil, Naptha and Gasoline of all grades, Axle Grease, Pinion Grease and Colliery Compound; also a large line of Paraffine Wax Candles. We also handle the famous CROWN ACME OIL, the only family safety burning oil in the market. Wm. Mason, Manager. Office: Coal Exchange, Wyoming Ave. Works at Pipe Brook.

Table with columns: DEXTER SHOE CO., BEST \$1.50 SHOE IN THE WORLD. A dollar saved is a dollar earned. The Latest Solid French Dongola Kid Fashion Foot delivered free anywhere in the U.S., on receipt of Cash, Money Order, or Postal Note for \$1.50. Equals every way the boots sold in all retail stores for \$2.25. We make this boot ourselves, therefore we guarantee the fit, style and wear, and if any one is not satisfied we will refund the money or send another pair. Open Catalogue free. Write to DEXTER SHOE CO., 143 FEDERAL ST., BOSTON, MASS. Special terms to Dealers.

Table with columns: WANTS OF ALL KINDS COST THAT MUCH WHEN PAID FOR IN ADVANCE. WHEN A BOOK ACCOUNT IS MADE NO CHARGE WILL BE LESS THAN 25 CENTS. THIS RULE APPLIES TO SMALL WANT ADS. ACCEPTATION OF WANTED, WHICH ARE INSERTED FREE.

Table with columns: Agents Wanted, WANTED—ACTIVE SALESMEN TO handle our line, no peddling. Salary, \$75 per month and expenses paid to all. Goods entirely new. Apply quickly. P. O. Box 5328, Boston, Mass.

Table with columns: Help Wanted—Females, WANTED—GIRLS TO WORK AT SHIRT manufacturing. Also inexperienced girls to learn. SOLOMON & ZACKMAN, 10 Franklin avenue, third floor.

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Table with columns: Help Wanted—Male, WANTED—MAN OF INTELLIGENCE for steady place. Salary and particulars after 3:30 tomorrow. D. M. THOMAS, Library building.

Table with columns: For Rent, FOR RENT—ROOM IN LARGE front office. No. 2 Price building, 123 Washington avenue.

Table with columns: For Rent, HOTELS FOR RENT, 722 MARION STREET, Green Ridge, Scranton, Pa.

Table with columns: For Rent, FOR RENT—SIX ROOM HOUSE ON WEST Lackawanna avenue. Address THOMAS E. EVANS, near 1122 Luzerne, Hyde Park.

Table with columns: For Rent, FOR RENT—ONE HALF STORE, 120 Penn avenue, \$50 per month.

Table with columns: For Rent, FOR RENT—NICELY FURNISHED HALL after 3:30 for lodge rooms JOHN JERMYN, 119 Wyoming avenue.

Table with columns: For Sale, MEASUREMENTS—TEAMS AND LIVESTOCK. Inquire at 315 Oakford Court, BROWN'S LIVERY.

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