

Industrial and Commercial.

MINE, MILL AND RAILROAD.

The statement of shipments of anthracite coal for the month of October shows a total of 4,135,859 tons, or only 38,804 tons less than were shipped in the same month last year. The Wyoming region led with the largest reduction, 212,835 tons, while the Lehigh region was only short 41,024 tons of its shipments in October, 1893. The decrease in the Schuylkill region was 134,853. The October decrease makes the total reduction for the ten months 1,374,092, the totals being 33,778,551 for 1894 and 35,747,644 tons for 1893. The stock of coal on hand at tidewater shipping points on Oct. 31 was less than on Sept. 30 by 80,284 tons, the decrease being on Oct. 31, 1893, 1,000,000 tons on Sept. 30, 1893. Owing to the scarcity of cars, total shipments for the week ended Nov. 10 amounted to only 954,659 tons.

Says the Philadelphia Press: "In New York stove coal has been sold at about \$3.05 a ton, or 45 cents net below circular, and there is continued cutting of prices. In the meantime the companies are sending coal to market without reference to the demand, and this prevents free buying. When lake navigation closes a further break in prices will take place, unless the production is lessened. As it is, there is not one anthracite coal carrying company which has earned the dividend it has been paying this year."

The coke production and output has more than doubled in the past four months, and the indications are that the year's output will exceed that of 1893 nearly half a million tons in excess of the output of a six-months' strike. The September trade was big, yet the output for October is 65,000 tons greater. At this rate, the year's output will run to 5,500,000 tons. This has been exceeded but three times in the history of the Connellsville region. In 1889 the output was 5,255,225 tons; in 1890, it was 6,211,518 tons, and in 1892 it ran up to 6,390,891 tons, though the price was not so good as in 1890, when it averaged \$2.08 per ton. The worst feature of this year's trade is the price, which has been ruinous. The average has not been much, if any, over \$1 per ton, and is the lowest average price that has ever prevailed.

MINOR INDUSTRIAL NOTES: The Wellman Iron and Steel plant at Chester will be sold on Dec. 15. E. E. Berlin has resigned as trainmaster of the Delaware, Susquehanna and Schuylkill railroad.

The Brazilian government has increased its order with the Brook Locomotive works to about 100 engines. The Lehigh and Wilkes-Barre engineer corps are making a general survey of the Audenried and Honey Brook interior workings. The Pennsylvania lines west of Pittsburgh have made arrangements whereby portions of mileage tickets can be detached to pay excess baggage charges. A meeting of the committee of the Central Traffic association has been called to meet at Buffalo Nov. 21, for the purpose of considering the commission question.

G. J. Grammar will, after Jan. 1, have the title of traffic manager of the Lake Shore. The Vanderbilt people are surprised at the ability Mr. Grammar is showing as a freight man. The Trescow No. 2 stripping, which has been an important source in supplying the Treseck colliery for the past few years, is exhausted and the employees have been transferred to other places.

Expectations of an instantaneous improvement in the iron and steel trade after the election have not been borne out by the result. The business is still limited in volume and shows a tendency toward contraction rather than expansion. On and after Jan. 1 Drexel, Morgan & Co. will be known as J. P. Morgan & Co., and in Philadelphia as Drexel & Co. Robert Bacon, E. Rollins Morse & Co., of Boston, will also be a member of the firm. Paris firm will be known as Morgan, Harjes & Co.

According to the Philadelphia Record, "the anthracite trade is in a fairly good condition, and is said by Lackawanna officials to be better than it has been for a year or more. According to the Philadelphia Inquirer, "The anthracite coal trade seems to be steadily growing worse instead of better." Another case of great minds which disagree. The Lehigh Valley management has ordered a reduction of 10 per cent. in all salaries over \$1,000 per annum, to go into effect Dec. 1. The order is a pervasiveness of a general policy to reduce expenses to the lowest limit consistent with a proper administration of the company's business. Wages and salaries less than \$1,000 will not be disturbed.

It has been currently reported for some time past, that the Jersey Central had made a complete inventory of the stock of the Delaware, Susquehanna & Schuylkill. Only James H. Rollins, of Hazleton Sentinel, Mr. Twining, the division superintendent, walked over the entire road and made a close and careful inspection. Among railroad men the belief is generally that the Central will secure control of the Delaware, Susquehanna & Schuylkill next month.

The outlook for the passage of a bill at the coming session Congress to repeal the anti-pooling clause of the Interstate Commerce act continues to improve, and it now looks as if such repeal can be regarded as an assured fact. Judge Reagan, of Texas, chairman of

the Railroad Commission of that state, believes that the law may be amended so as to benefit both the railroads and the people by allowing the railroads to enter into traffic agreements with each other.

In the Philadelphia Inquirer's opinion, the "threat of the individual coal operators in the Lehigh Valley district to invade the line markets is not considered as menacing more than a declaration that they want more money for their coal. They are now paid for their coal on the low basis ruling in the tidewater market, while their product is actually disposed of in the West or to the local trade, where higher prices are obtained. But little danger is to be apprehended on this score, as the companies will never sacrifice their local markets."

The Delaware & Hudson and the Wyoming Railroads, says the Philadelphia Record, have secured a new route for sending their coal quickly and cheaply to tide water. Arrangements have been made with the Wilkes-Barre & Eastern road to transport the output of the Delaware & Hudson. The Delaware & Hudson is building a long branch to connect with the Wilkes-Barre & Eastern, and the Wilkes-Barre & Eastern, a short distance up the line, while the Erie & Wyoming will connect near Pittston. The Wilkes-Barre & Eastern railroad is now hauling a tremendous amount of coal over its system.

Quite a different story from the foregoing is this ingenious solution by a Philadelphia newspaper: "It is believed that at the next Lehigh Valley meeting E. P. Wilbur will step down and support Eckley B. Coxe for president. The Lehigh Valley will absorb the Delaware, Susquehanna & Schuylkill and its coal interests, and the individual Operator's association. This reorganizing will make the Lehigh Valley the commanding figure in the coal trade and with its splendid lake and tide terminals and facilities for mining and handling coal will place it in a position to dictate terms to the other carrying companies."

STOCKS AND BONDS.

By the United Press. New York, Nov. 19.—Stocks opened lower in sympathy with a decline in London and then improved. The rally in the general list was merely fractional but Jersey Central sold up 1%. Following this the brokers of the big bear leaders sold the grangers and Chicago Gas heavily and under the pressure the market yielded readily. St. Paul fell 1/4; Burlington 1/4; Rock Island 1/4; Chesapeake and Potomac 1/4; Louisville & Nashville 1/4; Lake Shore and Western Union. In the late trading there was decided change for the better owing to an effort on the part of the bears to cover up shorts in American sugar. The list improved steadily, Manhattan, the grangers, Louisville and Reading were all prominent in the late recovery. The closing was firm in tone with prices of the active list anywhere from 1/4 to 1 1/2 above Saturday's list. Union Pacific, Western Union and Louisville lost 1/4 and 1/2. Total sales today amounted to 201,500 shares.

The range of today's prices for the active stock 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, and various stock symbols like Am. Cot. Oil, Am. Sugar, etc.

Table with columns: WHEAT, OATS, CORN, LARD, PORK, and various commodity prices.

Table with columns: Scranton Wholesale Market, listing prices for various goods like apples, prunes, etc.

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