

SOFT COAL MEASURE DELAYED IN COUNCILS

TO BE DISCUSSED BY MILL AND SHOP REPRESENTATIVES.

Ordinance Was Called Up for Third Reading in Select Council, but It Was Agreed to Defer Its Passage for Two Weeks—Old Opposition to Additional Electric Lights Is Developed—Fire Department Committee Men Fail in a Plan to Have the Phinney Engine Rebuilt.

Opposition was developed in select council last night against the passage on third reading of Mr. Roche's select council ordinance which is aimed to abate the soft coal smoke nuisance.

President Chittenden relegated the chair to Mr. Wagner when Mr. Roche called the ordinance up for passage. Mr. Chittenden said he thought the measure unnecessary, and he thought consumers of soft coal were the Lackawanna Iron and Steel company, the Dickinson company, and the former using it for forging and the latter for welding.

Mr. Roche said the ordinance only obliged the companies to adopt devices for consuming the smoke. The expense would not be great. He said, in answer to Mr. Wagner, that the legality of the measure was assured, as it did not specify the kind of coal to be used; it stipulated there should be no smoke nuisance.

The ordinance was lacking, Mr. Lansing thought, in not relating particularly to chimneys. Its provisions would affect the kind of forges and furnaces used and might work hardship on certain plants.

In answer to Mr. Lansing, Mr. Roche said the ordinance was drafted upon the New York board of health measure. Only during the last two years had soft coal been used by the Dickinson company, and only during recent years had the Lackawanna Iron and Steel company used the soft product. It was not true that iron could not be welded with hard coal. The ordinance should be passed before the use of soft coal becomes general, before a fair antagonism to the measure was aroused.

MR. LANSING'S IDEA. It would be proper, Mr. Lansing said, to consult with the iron and steel and other manufacturing interests before passing the ordinance and see if they were obliged to use soft coal.

A motion was made by President Chittenden to refer the ordinance to committee and to instruct the city clerk to notify the companies to send representatives to a meeting of the committee. Such a step, it was argued by Mr. Roche, would be showing to corporations a consideration which had been denied other classes of people under similar circumstances.

Mr. McCann said the companies had already had plenty of opportunity to be heard on the matter, that there was no excuse to re-fer. He offered to President Chittenden's motion an amendment to table the ordinance until the next meeting and that the concerns using soft coal be invited by the city clerk to send representatives to be heard if they so desired.

President Chittenden withdrew his motion in favor of Mr. McCann's amendment after remarking that the amendment covered the point involved in the original motion. Mr. McCann's offer was then unanimously adopted.

The same old debate on the evil of providing for additional electric lights was aroused when Mr. McAndrew asked for the passage on third reading of an ordinance providing for new lights in the Twenty-first ward. The ordinance finally passed, Mr. Lansing and Mr. McInnis voting negatively. The latter remarking after the meeting that he was opposed to burdening the city with any more electric light expense and that the appalling cost was ample argument in favor of his municipal electric plant scheme which he proposed to have included in the bond ordinance.

COYNE'S RESOLUTION. Mr. Coyne introduced a resolution bearing on the controversy and which was unanimously adopted. The resolution was as follows: "That a joint committee be appointed for the purpose of making the best possible distribution of electric lights that may be needed in the next fiscal year and that they report as soon as practicable the most feasible manner of locating and erecting the same in the future."

Mr. Thomas, chairman of the fire department committee, introduced a resolution directing the chief of the fire department and the chairman of the joint fire department committee to have the General Phinney engine rebuilt at the Lackawanna works at a cost not to exceed \$1,600, the expense to be met in the 1899 appropriations. Mr. Moore, a representative of the company, was given an opportunity to address the council. He said his company would repair the engine with a new boiler, replace all worn or weak parts and guarantee it for five years, the same period for which a new steamer is guaranteed.

Mr. Lansing raised the point of order that it would be illegal to appropriate the money by resolution. President Chittenden ruled that the point was well taken and that the resolution was out of order. He so ruled after the city clerk had been directed to read the authority from the law regulating such matters.

NECESSARY VOTES CAST. The sixteen votes necessary to pass legally the new Providence paving resolution, received from common council, were cast. The resolution provides that Providence road and North Main avenue, be paved from Court street to the city line, east to be assessed by the foot front rule; that an advertisement be published to the effect that unless a majority of the owners of abutting properties shall signify to councils in writing within sixty days, their preference of material, councils will proceed to pass an ordinance directing that the pavement be of such material as councils may deem proper.

When the clerk read the title of the common council ordinance which accedes as city streets the thoroughfares in the Farview Land company plot, President Chittenden remarked that the ordinance was out of order until there was attached to it a written legal tender of title from the company. The measure was referred to committee with the understanding that no report was to be made until the tender was received.

Two proposals to construct section C of the Fifth sewer district in the First ward were received as follows and referred to committee: Donahoe and O'Boyle, \$2.27 per lineal foot, \$97 for extra basins, \$57 for extra man-holes,

20 cents per lineal foot for house connections; V. H. O'Hara, \$2.24 per lineal foot, \$90 for extra basins, \$55 for extra man-holes, 60 cents per lineal foot for house connections.

JULIUS COMMITTEE. Mr. Roche reported for the rules committee on the Keller resolutions regarding the business of the board of revision and appeal. Mr. Roche thought the resolution should never have been sent to the committee, that the city solicitor was the proper person to pass upon it, and that the measure would be sent to him for his opinion as to its legality. The resolution will probably be reported at the next meeting.

Among the new ordinances and resolutions introduced were these: By Mr. Williams, a resolution directing the city engineer to examine and report on the condition of the sewer on Hyde Park avenue between Jackson and Division streets and through private property between Main and Hyde Park avenue, and to give an estimate of the cost of putting them in proper condition; by Mr. Fellows, an ordinance providing for four electric lights in the Fifteenth ward; by Mr. James, an ordinance providing for two electric lights in the Sixth ward.

Resolutions passed third reading as follows: (Select) For two additional electric lights in the Twenty-first ward; for paving East Market street from the river to the Boulevard with vitrified brick. (Common) For sidewalks and curb stones on the easterly side of Monroe avenue between Gibson and Pine streets, on the south side of Gibson between Monroe and Quincy avenues, on the west side of Quincy between Pine and Myrtle streets, all in the Ninth ward. (Select) Regulating excavations on paved streets and avenues.

Among the ordinances which passed first and second readings were the following: (Common) Providing for a sewer on Wheeler avenue from Pine street to a point north of Gibson street; (common) for opening Oxford street in the Fifth ward between Ninth and Meridian streets.

INDUSTRIAL JOTTINGS. Richard Caffrey, general engineer of maintenance of coal on the Lehigh Valley railroad, has tendered his resignation, to take effect Dec. 1, next.

He will be succeeded by G. W. Berg, of Jersey City, at present the principal assistant of Chief Engineer Webster. Mr. Caffrey has been in the Valley's employ many years, having worked his way up from a section hand.

The Lehigh Valley Coal company will have possession of the North Ashland colliery after Jan. 1. This mine is now operated by the Reading. It is part of the property of the Girard estate, and has been in continuous operation since 1861. The Reading conducted the mine at a profit for ten years, and then began to lose money. It is the purpose of the Lehigh to carry the coal to the Continental mine and not to use the North Ashland breaker.

A case of very great importance to coal miners has been decided in Sullivan county, this state. The Bernice Coal company retains \$49.75 due Thomas Gidea, on the ground that he had signed a contract authorizing the company to withhold the money due the store. Gidea admitted that he owed the store \$78.80; that he had signed a contract, but his attorney raised the point that the company store violated an act of assembly in selling goods to cash customers at smaller profits than that gained from employees. The act says that wherever any coal company or other corporation shall charge the employee more than an outside customer, the debt shall not be collectible. The individual operator of this region naturally looks to Philadelphia and vicinity for the bulk of his business. This new colliery, if it is pushed through, may have a market ready for it. No, I do not think that the tract in Fishbach will be idle for long now.

Some people think we have too many collieries. Have we too many new papers or other business enterprises? Could not two large stores serve all the needs of the community, and not any newspaper and the people with all the news? It is after all not so much a matter of supply and demand in any business as enterprise and good management. The man who knows his business and is a good manager foregoes ahead leaving his more unfortunate neighbor to bewail his bad luck.

A GOOD INVESTMENT. Then, too, as the Williams colliery has been a good investment, works good time and sells all its product readily, is it not possible for the same gentleman to have found a market large enough to take the coal mined at another colliery in the same region, and in close proximity. The individual operator of this region naturally looks to Philadelphia and vicinity for the bulk of his business. This new colliery, if it is pushed through, may have a market ready for it. No, I do not think that the tract in Fishbach will be idle for long now.

BEGINNING OF OUR NAVY. President Arthur and Secretary Chandler Both Deserve Credit. From the New York Sun.

In his introductory speech at the annual dinner of the Chamber of Commerce, Mr. Alexander E. Orr, the president, pointed out, according to reports, that "William C. Whitney, a member of the Chamber, had laid the foundations of the new navy. Secretary Whitney did a great deal for the new steel navy, but he did not do that particular thing. The foundations of the new navy were laid not under him, but under his predecessor, Secretary Chandler, and this particular credit belongs not to the administration of Mr. Cleveland, but to that of Mr. Arthur."

The first four vessels of our new navy, the cruisers Chicago, Boston and Atlanta, and the dispatch boat Dolphin, were authorized under the act of March 3, 1883, upon the recommendation of the Naval Advisory Board and Secretary Chandler. The secretary advertised for their construction on May 2, 1883, and the award was made about three months later. "They were well on the way toward completion," said a report of the house committee on naval affairs, several years afterward, "at the close of the administration of President Arthur. They are good, staunch vessels, armed with high-power guns, and, as our first modern ships, have given great satisfaction." The Chicago was for years our heaviest and most powerfully armed steel ship, displacing 4,500 tons, while the Boston and Atlanta displaced about 3,000, and the Dolphin 1,485, the aggregate being about 12,000 tons laid down as a beginning for the new American steel fleet.

But, in addition, under Secretary Chandler, congress authorized the building of the cruisers Newark, 4,098 tons, and Charleston, 3,750, and of the gunboats Yorktown, 3,750 and Petrel, 825. The bids for this second group of four ships were called for under the following administration, but the act of congress authorizing them became a law on March 3, 1885. Again, in the same act, coming within the administration of President Arthur, authorized the completion of the double-armed turret monitors Puritan, 6,060 tons, and Amphitrite, Monadnock, Miantonomoh and Terror, 2,900 tons each. Although these vessels have iron hulls, yet in design, in armament, in arrangement, they belong to our modern navy, and the act in question settled whether they should be completed or abandoned.

Up to the year 1883 not only had no steel warships ever been built in the United States, but no steel for one had ever been rolled here, so that a navy industry had to be founded for our purposes. Furthermore, up to that time we had never made a high-power steel gun for our ships, so that this great step in advance is also associated with our first group of cruisers. Indeed, a board appointed under the act of 1883 recommended the foundation of two or the great ordnance factories of Washington and Watervliet, which were ultimately established and to this day supply navy and army guns finished from the forgings furnished by American steel works.

When Secretary Whitney came in, he carried on with vigor the building of the navy thus founded. He raised the standard of speed in cruisers, began the construction of steel armor-plated, the Maine, Texas, Monterey, New York and Katakhdin all being authorized under him, started the torpedo flotilla with the Cushing, built up the Washington ordnance yard, and arranged for the establishment of the great armor plant at Bethlehem. Secretary Tracy, in his turn, built far more powerful battleships and far faster cruisers; and so the work steadily advanced.

But it remains true that the foundations of our new navy were laid under President Arthur and Secretary Chandler, and that fact should not be forgotten.

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"It's true," said the latter. "I did want to kill myself, simply from distaste of life. And then came along the doctors and discovered that I had a grave disorder. Since then, you understand, I take care of myself!"—Figaro.

MAY BE ANOTHER COAL OPERATION

DANIEL WILLIAMS PAYS POTTSVILLE A VISIT.

He Is One of the Men Interested in the Tract of Land at the Upper End of Fishbach, Schuylkill County, Where Bore Hole Tests Were Made a Year Ago—It Is Valuable Coal Property and Its Development May Come Soon, at Least so Says a Pottsville Paper.

Daniel Williams, of Scranton, is registered at the Park Hotel, says yesterday's Pottsville Mining Journal. Mr. Williams is a wealthy coal operator and is the head of the company that put down the test bore holes at the upper end of Fishbach about a year ago. The test made then was entirely satisfactory, but nothing has been done since toward developing the tract and Mr. Williams himself has not been in Pottsville for nearly a year. His presence here last evening, therefore, created some interest, especially as he had a long conference with another prominent coal man.

Mr. Williams was seen by a Miners' Journal representative, but to a question would only say that he was down to look around.

"Are you here to visit the Fishbach operation with a view to opening up," asked the reporter.

"Well, I am here to look in that direction," was the reply. Further than this Mr. Williams would say nothing. His companion, however, said that he did not think that the condition of the coal business warranted any new works.

Notwithstanding this unfavorable comment, another authority ventured the statement the opening up of the tract and erecting a breaker is not one of the probabilities of the next coal year. This gentleman remarked that the test had proved so successful that it is a wonder the breaker was not already in operation. He added: "One thing is certain, and that is the coal operators of the upper region are not disgusted with the lower region, as some people seem to think. There are several individual operations around here that have been eminently successful and good paying investments."

The Williams colliery is an example of this. That colliery is owned by Congressman Morgan B. Williams, of Wilkes-Barre, and others, including wealthy men of that city and Scranton. Daniel Williams is a brother of the congressman, and the latter is also interested in the Fishbach enterprise. You know Congressman Williams has paid little close attention to the Williams colliery since he was elected, whereas prior to that time he was here almost every week. But he was defeated for re-election and it is only natural for him to make up his mind to become active in his business when the next and his last session of congress is at an end.

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THE LEADER Scranton Store, 124-126 Wyoming Ave. New Location of Dress Goods—Right Aisle, rear of store—daylight department. New Location of Silks—Right Aisle, rear of store—daylight department.

A new chapter in the life of a prosperous and ever-growing department store:

Much printer's ink has been used by this store in the last four years for the purpose of heralding new annexes, new extensions, new improvements and continual growth, but none of them was ever of so much importance as our present announcement regarding our re-opening this evening. No less than three times has this store been enlarged in about the same number of years, and every time it was compulsory on account of inadequate floor space. In each instance business was carried on uninterrupted and the matter passed over in an ordinary way, but not so this time. Our present Improvements, which were so vast as to close us up for more than a week, were for the sole purpose of BEAUTIFYING the store and the addition of new departments. Nearly three score mechanics worked here night and day with one end in view--and that was to make this

The ideal store of all Northeastern Pennsylvania

Our best expectations have been eclipsed by the mechanics' skill. The entire ground floor has been remodeled, all fixtures being of oak and the newest design. The vestibule will be of mahogany, containing nearly one hundred and twenty feet of plate glass show windows. The store will henceforth be a pleasure resort and a place in which to while the hours away, whether you intend to buy or not. You are always welcome here.

Grand opening this evening, Dec. 2, at 7.30

Concert by Bauer's band of 25 pieces

Everybody is invited. Everybody will be here. Everybody will admire and rejoice with us. No goods will be sold on the opening night. Just come to see and be entertained. It will be a treat from beginning to end.

New Departments. Complete Book Department. Stationery Department. Program. By Bauer's admirable band, of twenty-five pieces, on the new music balcony in the rear of the store. Exquisite Confectionery. Bric-a-Brac Department. Our candies were sought with a view to purity and fine quality only, and thus it shall always remain. We purpose that this shall be the Mecca of connoisseurs in confectionery, and that high quality shall be the first and only consideration in this department. A feast awaits the holiday shoppers here. This department will cover more than one hundred feet of counter space and will be the biggest of its kind in all Scranton. Easy choosing here. Greatest variety and fairest priced. More than one hundred thousand holiday presents—all of them new and all of them appropriate.

Dolls and children's toy books

Thousands of them. All kinds of dolls--black, white, Chinese, Indian, rubber, wax and other compositions. Bring the children and let them see the great concourse of make-believe people. Let them enjoy the sight. You will not be asked to buy. This is a store for children as well as grown-up people. Let them come here to benefit by what they see. Bring them on the opening night and let them hear the concert.

No goods sold on the opening night. Concert will begin at 7.30 o'clock and continue until 10

New Location of Ladies' Underwear, Hosiery and Corsets—left aisle, near entrance. Lebeck & Corin. New Location of Domestic and White Goods—right aisle, center of store.

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