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#### **NEWS OF THE GREAT** INDUSTRIAL WORLD

FIGURES IN THE REPORT OF LEHIGH VALLEY ROAD.

Other Classes of Freight-Cost of rolled Constructing a Modern Railway Western company has decided to rea Bridge Over the Susquehanna Big Culm Burning Engine.

The report of the Lehigh Valley Railroad company for the year 1898 shows that the road carried during that perod 11,574,835 tons of coal, the average haul being 135.72 miles, and the ton-mileage 1,339,426,383. The average receipt on this coal traffic was 0.630 cent per ton-mile, or 55 per cent, higher than the average rate on general freight, which was 0,406 per ten-mile. Of the tennage reported 1,348,568 tons and 100,419,434 ton-miles were of bituminous coal. The report does not give the rates on bituminous coal separatety: but assuming, as can be done with a margin of safety, that they were not higher than those on general freight, the rate or anthracite would be 0.649 cent per ton-mile, including the coal carried for the company's own use,

The average cost per ton-mile on all freights-coal is not stated separately -was 0.316 cent per ton-mile. As the transportation of coal, which is moved usually in full trains at a low rate of speed, certainly costs much less than the average, the profit on all coal was more than 0.314 cent per ton-mile; on anthracite more than 0.323 cent. Onethird of a cent per ton-mile, or 38.5 cents a ton, does not look like an extravagant profit, but it is a much higher surplus than the most prosperous railroads in the country-the Fennsylvania or the New York Central, for instance-can show on their freight traf-

COST OR A RAILWAY COACH. Recently an up-to-dae luxuriously furnished passenger car was turned out of the shops at Altoona to be put into regular service, at a cost of almost \$4,500. An enumeration of the several items used in the construction of the car and their cost, is as follows: Labor, \$1,236.94; material, wheels and axles, \$332.25; trucks upon which the car rests, \$553.62; air brakes, \$131.75; seat fixtures, twenty-five in number, \$50,50; three bronze lamps, \$13.50; two gas tanks, \$84; chandeliers, \$50.72; the item of screws, which might not appear an important one, \$51.80; jumber used in building the car, 2,480 feet of poplar wood, 3,434 of ash, 1,100 of wihte pine, 2.350 of yellow pine, 450 feet of hickory, 400 of cherry, 700 of Michigan pine, 500 of oak and 439 of maple

in addition, 13 gations of varnish, racks, \$77.35; sach livery, \$42; bronze window lifts, \$24.40, and the gold leaf for the embellishments of the woodwork, \$14.50. For the window fasteners, \$15.47; two stoves cost \$77.56, and

#### THEN AND NOW.

Only a few of the very oldest residents along the Eric railroad will recall the big meeting which was held fifty-eight years ago last week, at Monticello, N. Y. It was a mass meeting to protest against the laying of Eric tracks up the Delaware Val-

H. R. Ludington, Platt Pelton, Joseph Young, A. C. Niven, George Lockwood and Lewis Bushnell were selected as a committe of six to go to Albany and lay a protest before the state legislature and also to confer with the directors of the road. How differen things are now.

THIS AND THAT.



A Rock of Safety in a Sea of Trouble

"I had a terrible cough something over a year ago and could find nothing to stop it, or even to do me a particle of good. I chanced to see an advertisement of yours, and forthwith bought a bottle of your invaluable 'Golden Medical Discovery.' Before I had taken half a bottle I was entirely well."—I. M. Farr, Esq., of Cameron, Screven Co., Ga.

shut down indefinitely owing to the lack of sufficient skilled labor and othr minor causes.

The Northwestern has arranged to run the new buffet smoking and library car on its "Overland Limited" through to San Francisco, instead of only to

Sait Lake City, as at present.

A local branch of the Five States Milk Producers' association was or-Average Receipts for Coal Traffic ganized recently at Athens, Fiftyfour of the most progressive and prom- so that he died and seventeen passen-Was 55 Per Cent. Higher Than for inent farmers thereabouts were en-

Coach-D., L. & W. Road to Erect place the bridge over the Susquehanna river at Pittston with an iron and steel structure. The change will be River at Pittston-Rebuilding a made in the spring. The plans are now in the hands of prospective bidders. The present bridge was built in

> Joseph W. Harrison,of Mauch Chunk, was recently promoted to the position of assistant yardmaster to John R. Mc Ginley, of the Coalport yard of the Central Railroad of New Jersey. John McGee was appointed assistant to Night Yardmaster C. E. Breisford, of the same yard. Both are experienced in handling trains.

> Following closely upon the discovery that hemlock timber could be used to a decided advantage in the manufacture of print paper, comes the announcement that an increase of \$1 per thousand above last year's prices of \$10.50 and \$11, was decided upon by the lumber manufacturers and dealers of the state at a recent meeting.

The Rochester Railway company has dopted a novel carrier for cigars, and will place a number of them in its cars. The device is made of nickeled idea being that when a man boards a car with a lighted eigar, which he desires to save, he can place it in the carrier until he leaves the car.

A very severe and proportionately successful test was made on the Honesdale standard gauge branch last week. A train of the standard wide gauge coal cars was taken over the entire road to Honesdale and back. It was a very stormy day and the drifts were pretty high along the mountain. The trip was made in good time.

The Falls Creek Herald says the breaking off of traffic arrangements between the Buffalo, Rochester and Pittsburg and the Philadelphia and Erie would indicate that the latter road has other arrangements for that section. At any rate a gang of surveyors from the latter road's force were at work last week down the Allegheny

Valley road,

A difference seems to have arisen between the farmers of Western New York state and the Beet Sugar Refining company of Binghamton, N. Y. to raise sugar beets at the price now quoted in the market and the Refining company claim that the prices are high nough now. It means that the same old rate will continue, or that the refining company may go into the farming business themselves, or quit alto-

The Philadelphia Record tells of a railway engineer named William Blue, who was master of locomotive No. 2. and nearly 3,000 | One of the flues in the boiler of his pet pounds of iron, exclusive of 800 pounds engine blew out, and he was stalled, of iron castings. For the furnishing of | blocking the main line. His report to the car. 69 yards of scarlet plush, 44 the division superintendent was unwityards of green plush, 61 yards of sheet-ing and 243 pounds of hair. The springs for the car seats cost \$43.17; basket In twenty minutes Bill got this answer: "Bill Blue: You plug that flue In engine two, and pull her through, in time to get out of the way of twen-

The Delaware, Lackawanna and the tin used on the roof of the car, Western company is rebuilding a culm burning locomotive at its shops in this city. This engine which will weigh 100 tons, will be the largest on the Lackawanna system. The cylinders will be 22x30 inches. The greatest dimensions on the locomotives now running on the company's lines are 20x24 inches. The new engine is to be a "pusher" on coal and freight trains climbing the heavy grade from Scranton to Lehigh Summit. It will have a steam pressure of 200 pounds to the square inch.

#### ADRIFT ON AN ICE FLOE.

Terrible Experience of a Skating Party on Lake Michigan.

Chicago, Feb. 13 .- After being adrift n an ice floe in Lake Michigan for over fifteen hours, the five people who were carried our Sunday evening by the breaking of the ice were rescued and it is not expected that any of them will be much the worse for the experimade an heroic effort to bring them ashore in his boat and who paddled around all night in the frail craft, did not fare so well, both his feet being badly frezen. It is expected that he

will be a cripple for life.

The names of those saved are:
Elmer D. Brothers, attorney; Miss Oral Manley, 17 years old, niece of Brothers; Chauncey Manley, brother-in-law of Brothers; Guy Carron, student of Lake Forest university, Lake Forest: George Mullory, student of Lake Forest university, Lake Forest. The castawnys were discovered at daylight by two young men who had ventured nearly four miles from the shore in search of the missing persons, and were joined a few minutes later by Captain Fountain and several of the oarsmen of the life-saving crew, from the mouth of the Chicago river. Miss Oral Manley, the only girl in the party, was unconscious from the cold and exposure, and the rescuers vere obliged to carry the insensible body of the half-frozen young woman to land. But the four men, though stiff and frost-bitten, were still able to walk

#### ACCIDENT ON D. & H.

and with the help of the members of

the band of life-savers they were

Train Derailed Near Cumming's Sta-

quickly hurried ashore.

tion---Two Persons Killed. Fort Ticonderoga, N. Y., Feb. 13.-Delaware and Hudson train No. 4, which left Montreal this morning, was de railed near Cummings station, two miles south of here, this afternoon. The engine turned over and the engineer, W. R. Combs, and his little boy, 10 ears old, were killed. The rest of the train hands and passengers es-

#### TRAIN WRECKED BY A BROKEN RAIL

FIREMAN KILLED AND SEVEN-TEEN PASSENGERS HURT.

Disaster on the Pittsburg and Lake Erie Railroad Near Fleming Park. The Injured Passengers Suffer Terribly from the Cold While Being Conveyed to Hospitals-Accident Due to the Extreme Cold Weather.

Pittsburg, Feb. 13.—The southbound Cleveland flyer on the Pittsburg and Lake Erie railroad which left Cleveland at 11.18 a. m., was wrecked this afternoon near Fleming Park, opposite Davis island. The fireman was injured

gers were badly injured. A partial list of the dead and injured is as fellows: W. A. CAMPBELL, fireman, found lying

under the trucks of the baggage car, died before medical ald could be summoned. JOHN TOTTEN, engineer, painfully but

JOHN TOTTEN, engineer, painfully but not fatally injured. GEORGE NEESE, baggagemaster, cut about head and arms; taken to the hospital; will live. JAMES B. YOHE, a son of Superinten-dent J. B. Yohe, of the Pittsburg and Lake Erie road, badly cut about head and face. He was traveling in the marlor car with his father. MISS MARY KELLY, Youngstown, O., arms and neck badly injured. H. C. EARE, New Castle, jews and arms

C. BARR, New Castle, legs and arms Injured. C. CATO, Alliquippa, hurt about the S. HUBBARD, Hotel Henry, not badly

SAMUEL W. ARMSTRONG, New Castle CALEB WELSH, conductor, McKeesport A BROKEN RAIL.

The wreck was caused by a broken rail. The train was running at a high rate of speed, required by the schedule and the locometive and several cars were badly damaged.

A wrecking crew was sent to the cene and physicians were summoned tin, and has places for four cigars, the from the nearby towns. The injured were removed from the wreck and given as prompt attention as the circumstances would permit. Ambulances were called from the Homeopathic, the Mercy and the West Penn hospitals and were at the Smithfield street station ready to receive the injured who were brought here. The cold weather caused much suffering to the injured and to those who aided in their remov-

> The train was composed of a baggage car, two day coaches and a Pullman car. All were vestibuled cars and it was one of the best trains on the It is presumed that the broken rail

was one of the effects of the extreme cold

The train left Cleveland at 11.18 a m, and ran on time to Youngstown. At that point two hours were lost and the train ran on a siding near Fleming Park to let another train pass. In running off the switch the rail broke and the locomotive was thrown from the track and turned over on its side. The The farmers say they cannot afford tender ran on for several hundred yards before the air brakes took effect.

WAS NOT THE FLYER. Cleveland, O., Feb. 13.—Eric railroad officials here state that the train wrecked at Fleming Park was not the Cleveland Flyer but train No. 22, an accommodation which left here at 8.30 o'clock this morning.

The Pittsburg and Lake Eric trains run into this city over the Eric tracks, onnecting with the latter line at Youngstown, O.

#### SENATE DID NOT MEET.

The Storm Upsets Plans of Friends and Foes of the McCarrell Bill Brief Session of House

Harrisburg, Feb. 13.-Thirty members of the house of representatives braved tonight's storm to attend the regular Monday evening session. There are no more than fifty legislators in the city and some of these preferred to remain in their rooms or about the hotels to wading in the snow to the state house Speaker Farr is storm-bound at Wilkes-Barre and telegraphed to his clerk, Henry Huhn, to designate one of the members to preside. The house went into session shortly after 8 o'clock with Representative Adams, of Philadelphia, in the chair. The calendar was cleared of first reading bills and three tax measures were sent back to the ways and means committee. The Keator bill, prohibiting the pollution of streams, was returned to the general judiciary committee. There being nothing else to do, the house adjourned until 11

o'clock tomorrow morning. There are only four senators in Harrisburg and the Monday evening session of that body was dispensed with The storm has upset the plans of the friends and foes alike of the McCarrell jury bill. Both sides expected to move this evening to reconsider the vote by which the bill was laid aside by the house last Thursday until March 21. The leaders of the rival factions had notified their friends to be here for the evening session, but not more than a handful on either side could get through on the railroads. Under the rules a motion to reconsider must be made within five legislative days. Wednesday is the last day on which

such a motion can be made. Senator Quay's friends are said to be very anxious to have the motion to postpone reconsidereded and the bill taken up this week for second reading. The joint assembly will meet at noon omorrow to go through the form of balloting for United States senator, Unless railroad traffic is resumed a quorum will not be present.

Attorney General Elkin returned this afternon from the bedside of his friend, ex-State Treasurer Haywood, at Sharon. Mr. Eikin says Mr. Haywood is in a precarious condition and that he can-not survive the week,

#### STEAMSHIP WRECKED

The William Lawrence Abandoned

by the Crew. Savannah, Ga., Feb. 13.-The steamhip William Lawrence, of the Merchants' and Miners' line, between Baltimore and Savannah is a wreck and probably a total loss off Port Royal, S. C. She left Baltimore on Wednesday

or cause pain. Sold by all druggists. 25 cont. Prepared only by C. I. Hood & Co., Lowell, Mann.

last with a full cargo but no passen-

The crew abandoned the ship in four boats. One made Port Royal. Three other boats containing Captain Willis, the first and second officers and other engineers and members of the crew, have not been heard from.

DULL DAY IN THE HOUSE.

An Honor Falls Upon Mr. Payne, of New York.

Washington, Feb. 13.-This was an exceedingly dull day in the house. Owing to the raging storm outside, the attendance was very slim. Speaker Reed was unable to reach the capitol and to Mr. Payne, of New York, fell the honor of being elected speaker pro

The whole day was spent upon the sundry civil bill, fifty-nine pages having been completed when the house adjourned. No important amendments were adopted.

and to dress her, had to put her on the table.
I could not hold her, she would kick and scream, and, when she could, she would tear her face and arms almost to pieces. Four boxes of Curicuna (ointment), two cakes of Curicuna Soar, and Curicuna Resolvent Feb.7,'98. Mrs. G. A. CONRAD, Lisbon, N. II. Server Cons Treatment. - Warm baths with Corrects Soar, gentle anoistings with Corrects (constment), and mild doses of Corrects Resolvent.

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