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**LIVE NEWS OF THE INDUSTRIAL WORLD**

**SUMMER TRADE OF ANTHRACITE UNUSUALLY GOOD.**

**Probability That Another Breaker Will Be Erected at Archbald to Replace the White Oak Which Was Destroyed by Fire—Delaware and Hudson Preparing to Store Coal at Anthracite Park, Carbondale—William Harvey Succeeds George Graham at Stroudsburg.**

The anthracite trade is in unusually good condition for midsummer. There is much less than the usual July complaint of dullness, and coal is being sold better at Delaware than in the corresponding month for several years past. Production is on a good scale, the mines generally working five days in the week, but there is no sign of over-production, and stocks are not increasing.

Shipments to the West continue on a large scale. Chicago dealers are taking better quantities than they have done for a long time. The Sault Canal reports show that the anthracite going to Lake Superior points has been this year, up to July 1st, over 250,000 tons, or nearly twice last year's quantity, notwithstanding the facts that navigation opened this year eighteen days later than in 1898, and that steamer rates are considerably higher. Times are good, and the West is evidently going to be a larger taker of anthracite this season.

Above all there is no cutting in prices reported. Coal men fully appreciate this fact, and are congratulating themselves on it. They also recognize that this welcomed condition, which may be attributed in part to the general improvement in trade, is chiefly due to the change in the management of the company, which has always been the chief sinner in this respect, and has been notorious for its disregard of contracts. It is now possible to do business without facing the certainty that every agreement will be violated and every promise broken almost as soon as made.

There is some talk of an increase in circular prices. It is quite possible that it may be made later, but no change is expected at present. Prices at Tidewater show no alteration.

Eastern dealers, though they are not saying very much about it, are getting ready to meet the competition with which they are threatened by the New England Gas and Coke company's plant, which will soon be supplying fuel gas and coke on a large scale. This is the beginning of an rivalry which the anthracite coal producers will have to meet in a few years at all the seaboard cities, and they will do so to prepare themselves for it.

On the authority of press despatches last week it is generally accepted that the Philadelphia and Reading company had bought a large tract of bituminous coal lands in Somerset county, Pa. Many wise comments were made on the entry of the Reading company into the bituminous trade, the probability of an expansion of its line, an alliance with the Baltimore and Ohio, and so on. The fact is that the Philadelphia and Reading company had nothing to do with the transaction. The coal lands were bought by the Reading Iron company, a manufacturing concern in Reading, Pa., which desired to control its own supplies of coal and coke.—Mining and Engineering Journal.

**Preparing to Store Coal.**

"Those who have not visited Anthracite Park lately would scarcely recognize it if passing that way today," says the Carbondale Leader. "The entire make-up is being changed and when the transformation is complete a notable addition to the city's industries will have been made.

"Today 110 men are busy in grading the grounds and putting in the new tracks by which coal will be stored there by the Delaware and Hudson. While this force is a large one it is estimated that they will not have completed the extensive changes before late in the fall. The coal is to be stored in piles as stated some time ago and the necessity for the storage is that the company have determined to mine their full allotment whether there is immediate demand for it or not.

"Seven tracks are to run through the center of the park and three at the upper end. The coal is to be shovelled into position and reloaded upon the cars by two mammoth and powerful pieces of apparatus which are new to this section and the details of which the company is not ready to give out. They will be operated by two stationary steam engines.

"Of the seven tracks the two outside ones will have pits beneath them into which the coal will be dumped and then taken by the carriers to the piles. There will be four of these piles on the east side of the tracks and two on the west side. The track on which the carriers will run will consist of a single rail arranged in a half circle around the piles. It is laid on ties and the rails are laid close together, probably to allow for the growth of the piles and the consequent necessary changing of the carriers to be effective."

**Will Cause Many Changes.**

A Syracuse dispatch says: The promotion of C. C. Salisbury, of this city, to superintendent of the northern, southern and Bloomsburg divisions of the Delaware, Lackawanna and Western railroad, and the consolidation of the Syracuse and Utica divisions of the road under A. H. Schwartz of Syracuse, will cause many changes to be made on that railway. The main office of the Utica division, now located on the second floor of the Ontario and Western station at the foot of Genesee street, will be moved to Syracuse within a brief period. The offices have been located in Utica a number of years, but as soon as the necessary arrangements can be made the removal will be accomplished.

After it takes place, according to local railroad men, all the dispatching will be done from the Syracuse offices of the company. It was stated on good authority that the Utica office would be transferred to Syracuse within a month or six weeks, and that Chief Dispatcher George H. Stack and Chief Clerk Charles R. Reed, who have been attached to the Utica office for a number of years, will remove to Syracuse and assume similar positions there when the transfer takes place. Both are experienced railroad men and thoroughly understand the running of trains, etc., on the Utica division. They have many friends in Utica who will wish them success.

George E. Stoddard, who for several years has acted as private secretary and clerk to Superintendent Salisbury, accompanied the official and Superintendent Schwartz on their tour of inspection of the road yesterday, and will go to Scranton, Pa., with Superintendent Salisbury. Mr. Stoddard will, it is understood, act as private secretary and clerk to Mr. Salisbury at Scranton.

**New Breaker Probable.**

The burning of White Oak breaker will not be the great calamity many were inclined to think. It will be in the excitement that existed a week ago," says the Archbald Citizen. "Already more than half of the men and boys employed there have found work elsewhere and it is predicted that the remainder will be employed in their old places within two weeks.

"The belief is equally general that Archbald will have a new, up-to-date breaker. Just when it will be built is not known to the public. It is most probable, however, that it will be built near the property of Robert Johnson, formerly the Joseph Sharpless estate, in Mt. Vernon. The location at this point is most favorable. It is within two hundred yards of the new 'Klondike' mine; it is near the large coal bed on the west side of the river which the company has not yet touched and it is even more convenient to the steam railroad track than White Oak breaker was. It has been said from time to time during the past few years, that the company would build a large breaker there and this statement has gained additional currency since White Oak was burned.

"Another circumstance that adds probability to the statement that a

breaker will be built here is the certainty that there is coal enough in the Delaware and Hudson lands in this borough to last forty years. The company is the largest owner of coal lands in Archbald and a bed containing nearly 300 acres lies to the south and west of the town, that it has not yet begun to mine. Add to this the vast quantity of pillar coal in the mines in the northern end of the town and it may readily be believed that there is coal enough here to warrant the building of a new breaker."

**Harvey Succeeds Graham.**

"Master Mechanic George Graham has been relieved by William Harvey, of Chicago, at the East Stroudsburg shops. The matter was a complete surprise to Mr. Graham," says the Stroudsburg Times.

"Yesterday a gentleman of medium height and wearing a thick brown moustache walked up to Master Mechanic Graham's desk in the shops, below the Delaware, Lackawanna and Western depot, threw down a card and stated that he would relieve him of the charge.

"Mr. Graham was astounded. No word of intimation had been given him of the change and it was a few moments before he could grasp the situation. The stranger's papers were all correct and Mr. Graham handed over the office.

"The ex-master mechanic will report to Scranton at once. He will probably be placed in charge of the Kingston shops. Since his incumbency of the office, being appointed the first of May last, Mr. Graham has been doing excellent work so it is not through any incompetency that he is relieved of the command. He has become very popular.

"William Harvey, the new master mechanic, is a western man, coming from Chicago. He has been connected with several western roads, leaving the Santa Fe to take a position with the Delaware, Lackawanna and Western."

**NOT ENTHUSIASTIC OVER LICENSE TAX**

**COMMITTEE OF SELECTMEN WILL MOVE SLOWLY.**

**Mayor Moir's Proposition to Increase the City Revenue by Imposing a Special License Tax Is Not Heartily Concurred in by the Councilmanic Committee to Which the Matter Was Referred—Resume of the Harrisburg Ordinance which the Mayor Thinks Is About Right.**

Saturday, a meeting was had of the special committee of select council, Messrs. Chittenden, Sanderson and Melvin, appointed to deal with Mayor Moir's communication urging the levying and collection of a license tax as a means of increasing the city's limited revenues.

The meeting was taken up almost entirely with the consideration of the Harrisburg license tax ordinance which was secured by the mayor and which to his mind can be drafted almost bodily into an ordinance that will be satisfactory to this city.

The committee agreed with the mayor that the Harrisburg measure, with a few modifications, would suit the purpose admirably, but they were not so sure that it would be wise under existing conditions to raise any more revenue than is at present being raised. Until such time as there is a more economical and business-like spirit in city hall, it is a question, in the minds of the committee, if any real good is to come of placing an enlarged treasury at the disposal of the council.

**WOULD NOT HESITATE.**

If there was positive assurance that more revenue meant the improvement of the parks, the macadamizing of the heavily traveled streets in the outlying wards and the cleaning up of the thousands of dollars worth of judgments that are drawing six per cent. interest from the city, the committee would have little or no hesitancy in reporting favorably on the mayor's proposition, as there is no question of the city's right to collect this tax and no question but that the additional revenue could be most beneficially used. As one member of the committee put it:

"Our business men in all right and justice should pay this tax as is done in every other city, but as a mighty small proportion of it would be used for the general good, I do not feel inclined to impose it. In a word they may as well have it as—well, anybody else."

**RAILWAY EMPLOYEES PICNIC.**

**Successful Outing at Laurel Hill Park on Saturday.**

The Scranton Railway Beneficial Association held their third annual picnic at Laurel Hill Park Saturday afternoon and evening, which was well attended and afforded much amusement. Bauer's band furnished the music.

The affair was in charge of a committee composed of the following: John Cawley, John Mooney, Patrick Misset, T. J. Milan, Patrick Kelly, William May, Fred Barnhardt, Michael Lynch, E. D. Reed, Michael Brennan, George McHale, Phil Taylor, P. J. Minnich, J. H. Kerst, T. P. McNearney and Frank Silliman, Jr.

**RESUME OF MEASURE.**

Auctioneers whose annual gross sales shall not exceed \$25,000 shall pay \$20; from \$25,000 to \$50,000 shall pay \$25; from \$50,000 to \$75,000 shall pay \$30; from \$75,000 to \$100,000 shall pay \$35; and \$5 for every \$25,000 or fraction thereof exceeding \$100,000.

Contractors shall pay annually \$5 on business ranging from \$2,000 to \$5,000; \$10 on \$5,000 to \$10,000; \$15 on \$10,000 to \$20,000; \$20 on \$20,000 to \$50,000; \$30 on \$50,000 to \$100,000; \$50 on \$100,000 to \$250,000; \$75 on \$250,000 to \$500,000; \$100 on \$500,000 to \$1,000,000; and \$150 on \$1,000,000 and upwards. Non-resident contractors must take out a license as well as resident contractors. The word contractor shall be construed to mean any person or persons, firm or corporation, engaged in the business of furnishing the labor and materials for the construction, reconstruction or repair of any public or private works such as paving, sewerage, grading and the like.

Hucksters (unless peddling products of their own raising), \$10 per year.

Sample merchants or persons soliciting orders from others not merchants or dealers in the city shall pay \$100.

Book agents, canvassers for periodicals or other publications, or persons soliciting advertisements or printing, or in the employ of a local business house shall pay \$25.

Private brokers, money or stock brokers, pawnbrokers, telegraph, electric light, telephone, steam heating, market and gas companies, shall pay \$100 each.

Hillary pool and bagatelle tables shall be assessed \$10 each.

Bowling alleys shall pay \$10 each.

Owners of drays, hacks, omnibuses and the like used for hire or pay shall pay as follows: dray, \$1; hack, \$2; two horse carriage, \$2; one-horse carriage, \$1; omnibus or transfer wagon used regularly for hire, \$5; every other omnibus kept for hire, \$2; cart, \$1; four-horse wagon, \$2; two-horse wagon, \$2; one-horse wagon, \$1; milk wagon, \$1.

Real estate agents shall pay \$10.

Fire insurance agents (excepting special or general agents, who have local agents acting for them and not

**ENGAGED IN LOCAL BUSINESS THEMSELVES),** shall pay \$10.

**Non-resident fire, life or accident insurance agents, solicitors or brokers shall pay \$10.**

Life, accident and industrial insurance agents shall pay \$5 each.

Solicitors or collectors of industrial insurance shall pay \$2 each.

Amusement places with a capacity of \$1,000 or upwards shall be assessed \$100; with a seating capacity of less than 1,000 and more than 500, \$75; all others \$50.

Theatrical companies, minstrel shows or variety troupes shall pay \$5 for each performance, provided that if the entertainment is given by a company organized for the encouragement of home talent, or in any hall paying the license tax described above, they shall be exempt from the paying of this license.

A circus under canvass shall pay \$100.

Butchers selling meat not of their own raising shall pay \$10.

Installment houses shall pay \$25.

Lumber dealers shall pay \$10.

Dogs shall be assessed \$1 and \$2.

Merchants of all kinds, druggists, grocers, confectioners, furniture dealers, saddle or harness dealers, book sellers, stationers and jewelers shall be and they are hereby classified according to the provisions of the laws of the commonwealth for state license, and shall pay annually for their respective (local) licenses twenty per centum of the amount required to be paid for state license. Provided, that no license shall be granted for less than \$1.

All merchants and dealers of whatever kind or description, not classified and not taxed under the laws of the state, relating to mercantile taxes, are hereby made a distinct class, and shall pay a license tax of \$1.

**TRANSIENT MERCHANTS.**

Transient merchants are taxed \$2.00 per month or part thereof, and, in case of failure to take out a license before beginning business, are subject to fine of not less than \$100 and imprisonment not exceeding thirty and not less than twenty days.

A penalty of 5 per cent. is added to annual licenses not paid within thirty days after June 1.

Street car companies under the original ordinance were taxed \$5 a car and no car was allowed to be run on the city streets that did not have displayed thereon a license numbered to correspond with the car number. Two years ago this was amended so that a tax of 7 1/2 mills per annum on each company's gross receipts were imposed. This clause of the ordinance will very likely be largely modified. If the gross receipts are taxed, the levy will not be more than three mills. Should each car be assessed the rate will vary from \$10 or thereabouts on special cars to about \$20 on cars run regularly and altogether within the city limits.

**GREATEST OF HUMAN BLESSINGS**

A skin without blemish and a body nourished with pure blood. Such is the happy condition produced by CUTICURA SOAP and CUTICURA RESOLVENT, internally, in the severest cases of torturing, disfiguring, itching, burning, and scaly humors.

Sold everywhere. Price, The Six, \$1.25; per, CUTICURA SOAP, 25c; CUTICURA RESOLVENT, 50c. FURTHER INFO AND LITER. CONC. SEND STAMP. Boston, Mass. "How to Cure Itself," 10c paper book, free.

**"Snow White"**

Flour is made of the choicest Spring Wheat and is a flour of great strength and nutritive value. It is used by thousands of people, and has won the approval of many prominent cooks. Great care is used in its manufacture to see that it is always kept uniform and of the very highest notch of excellence. You can use it for any kind of baking with perfect assurance that you will be pleased with the result.

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Leave Scranton at 4.30 a. m. for Long Branch, Ocean Grove, Asbury Park, Belmar, Spring Lake, Sea Girt, etc.

Returning, leave Point Pleasant at 11.30 a. m.; Spring Lake, 11.51 a. m.; Belmar, 11.56 a. m.; Asbury Park and Ocean Grove, 12.05 noon; Long Branch, 12.12 p. m. Arrive at Scranton at 8.45 p. m. This will be kept up for the entire season, especially for the accommodation of families, as it will enable passengers to secure and retain comfortable seats during the entire journey.

**THE DICKSON MANUFACTURING CO.**

Scranton and Wilkes-Barre, Pa. Manufacturers of LOCOMOTIVES, STATIONARY ENGINES, Boilers, Hoisting and Pumping Machinery. General Office, Scranton, Pa.

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Our Shirt Waist literature would make interesting and refreshing reading for a whole Summer-time. There has been so much of it that you may wonder that there is anything left to say. We do not—we know that we have little more than begun. Five interesting lots of White Lawn Waists are presented to our public's attention this morning. The first two lots are of exceeding fine quality of lawn, one with bosom nicely graduated with tucks, the other with bosom daintily embroidered.

Price, 75c and \$1.00. Former prices \$1.25 and \$1.50.

Others are of fine India Linon, with rows of inserting and tucking, clusters of tucks. Some with full front of alternating clusters of wide and narrow plaits, laid on the bias. Some with yoke and back tastefully plaited.

These are priced at \$1.25, \$1.50 and \$2.00. Former prices ranged from \$1.75 to \$2.75.

A noticeable thing about these Waists is the smooth and perfect fit of yokes, backs and under arms. Detachable laundered collars. Sizes from 32 up.

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Your Carpet is like the setting of a jewel. Every piece of furniture you put against it suffers by comparison unless it is in perfect harmony with your furnishings.

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**MOUNT PLEASANT COAL**

Coal of the best quality for domestic use and of all sizes, including Buckwheat and Birdseye, delivered in any part of the city, at the lowest price.

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But a law of Nature bows to the necessity of keeping the blood pure so that the entire system shall be strong, healthy and vigorous.

To take Hood's Sarsaparilla, the great blood purifier, is therefore a law of health and it is a necessity in nearly every household. It never disappoints.

Blood Disorders — "My step-daughter and I have both been troubled greatly with blood disorders and stomach troubles, and several bottles of Hood's Sarsaparilla have been of great benefit." James F. Thompson, Wilmington, Ohio.

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Hood's Pills cure liver ills; the non-irritating and only cathartic to take with Hood's Sarsaparilla.

**THIS AND THAT.**

He is the son of General Superintendent J. D. Healer of the C. B. & Q., and will succeed A. M. Wilson, who assumes charge of the Reading and Columbia Division of the Reading, and on account of the immense increase in traffic the Lehigh Valley officials have decided to put down a third track between Penn Haven and Mauch Chunk, works on the new track will begin shortly.

The appointment of W. G. Boster as superintendent of the Reading division of the Philadelphia and Reading railway is announced to take effect August 1. Mr. Boster is now division superintendent of the Chicago, Burlington and Quincy railroad, with headquarters at Beardstown, Ill.

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