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LIVE NEWS OF THE INDUSTRIAL WORLD

OUTLOOK LOCALLY JUST NOW IS VERY BRIGHT.

All the Mills and Manufacturing Establishments of all Kinds Are Working Steadily - Mines Are Making Fairly Good Time-Vanderbilts Have Not Relinquished Their Hopes of a Trans-Continental Line-Fire in the Dodson Not Extinguished-Trouble at the Pettebone Mine Promptly Settled.

Not in years has the industrial outlook in this city been as satisfactory as it is today. The steel mills and blast furrace are in glow and nearly all of the shops and manufacturing concerns of all kinds are working full time.

The blast furnace of the Lackawanna Iron and Steel company has every man at work it is possible to find place for and the South mill of that company the largest tonnage of rails in the history of the mill. At the North mill, where steel ingots are being manufactured, only a single turn is worked, because of the searcity of pig iron. A double turn would be worked if a suffleient quantity of that scarce commodify was in sight.

At the Dickson shops there is an abundance of work and men are frequently employed theer at night. The same conditions prevail at the Green s ason of great prosperity. The Lackawanna car shops are employing a large force of men steadily and the chances are that the force will be increased in the not distant future because of the centralization of the repair and construction work in this city. The smaller props, silk mills, etc., likewise give evidence of the vigor of the present industrial boom which competent judges say is sure to last for at least two years. The mines are working better

than usual. The only dark tints on this bright industrial picture are the strike of the nose in the building trades and the talk of strike among the Lackawanna company's miners. To be sure, the latter is only talk, largely emanating from unripe news-gatherers who find it casier to imagine a story than run down facts. The probabilities of a strike among the Lackawanna miners at present is remote, but no little injury was done to the city last week by the persistency with which some of the papers printed strike stories, The exact facts in the case were set

forth in Saturday's Tribune. They whose that the men want a reduction n the price of powder and if they don't get it or the privilege of buying powder wherever they please, there is a possibility of trouble. As the men have not yet formally prepared their requests or appointed their grievance strike talk at this time is unwise and unwarranted. The miners at their meeting Friday night expressed themselves in a vigorous way about the injury that is being done them by the columns of guesses, or worse, printed about them and what they propose to

If the miners' strike is not a reality, that of the members of the building trades is, and while the strike is not doing the injury to business that it did In July, it is felt and is having a bad effect upon the business of the city gen-

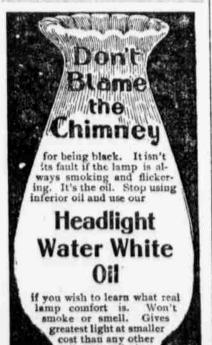
Engine 888 a Success.

The new Engine 888, the mammoth pusher built in the local shops of the Lackawanna company, was given its trial trip Saturday, as stated in The Tribune. It was fired at 9 o'clock and two hours later Superintendent of Motive Power FitzGibbon signalled the trew to proceed to Lehigh Summit.

Engineer Ike Swallow, who has been selected to run the engine; Fireman Matt Brennan, David Brown, master mechanic, and Thomas Jordan, a machinist, made up the party of the frip. The engine made excellent speed to Moscow, where it was run into a switch to allow an eastbound train to bass. While waiting, one of the handnole plugs blew out. When replaced. the trip to Lehigh was abandoned, and the party returned to the city,

The new engine is in every detail a complete success. Superintendent Fitz-Gibbon and Master Mechanic Brown tre highly pleased with the results of their efforts in turning out 888 in such

Coal Pockets at Archbald. Work on the coal pockets and the



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White Oak breaker is going on at great peed, and the Delaware and Hudson ompany seems determined to have the work done as quickly as possible. More than fifty men are engaged clearing away debris and hastening the erection of the framework, and it is evident that pockets will easily be finished before the first of September. On the building in which the small sizes of coal will be prepared work is also being hurried forward. New mahinery to be used in the building is arriving daily and it is being put in condition for service. A hoisting engine will be used to lift the coal from the slope to the top of the breaker. This has already arrived and will soon

placed in position. The officials are so engrossed in the work now on hand that they have had little time to prepare for the erection of the new beraker. That it will be suilt no one doubts. It is not probable, however, that work on it will be started before next spring.-Archbald

The Vanderbilt Deal.

The mooted project for the extenon of the New York Central system o the shores of the Pacific, to be effeeted by the absorption of the Chicago and Northwestern and the Union has a day and night force turning out | Pacific, is getting less mention in print latterly, but it is understood to be steadily progressing toward a consummation. Outcroppings of the scheme tre being watched with a good deal of nterest in Wall street.

There is said to be quite conclusive vidence that Vanderbilt interests have een persistent and extensive purchasers of the Union Pacific stocks for ome time past, and it is asserted that there no longer is any doubt that these interests and those affiliated with them Ridge Iron works, which is having a have acquired ownership in the property to a sufficient extent to enable them to shape the future destinies a the system. In well-informed quarters t is intimated that as soon as all difficulties in connection with the Boston and Albany deal have been disposed of, something definite bearing on the trans-Continental consolidation may be expected to develop. - Philadelphia Stockholder,

That Other Coal Road.

The route of the proposed coal road ecently talked about in the news papers, is said to be from Tomhicken, this state, to Port Jervis, N. Y., to Newburg, N. Y., to Holyoke, Mass., a distance of 253 miles. It will pass through Carbon, Monroe and Pike counties. A part of the distance between Holyoke and Newburg would be covered by the Newburg, Duchess and Connecticut railroad, and by the proposed route it is possible to save something like 150 miles.

It is said that about 150 collieries yould be touched by the main line and a few short branches. New England onsumes aout 12,000,000 tons of coal the road in Pennsylvania and as far as Newburg has been made by the People's Anthracite Railroad company, if New England capitalists will con struct the line from Holyoke to Newcommittee, it is apparent that the burg. It is said that ex-Burgess Charles E. Webster, of South Bethlehem, who until recently was chief engineer of the Lehigh Valley railroad will fill the same position on the new road

Silver in Berks County.

The silver mine discovery on the Charles Engleman farm near Birdsoro, Berks county, seems to have resolved itself into a tangible fact. The company, which has leased the tract, received a cargo of machinery and it is being put into position as fast as possible. The working force has been increased, top dressing is being done and the premises put in shape to en able the work of shaft-sinking and rock-drilling to proceed without Interruption.

Thomas Livingood, superintendent, has great faith in the surety of a pay-ing deposit of rock and has been given all the liberty he wants by the company to proceed according to his judgment and develop his ideas. There have been three more analyses made within the past month, the results of which have greatly strengthened the hope of the investors in the enterprise, One of the tests indicated a yield of \$47 per ton, another \$43 and the third, which was made by a Washington chemist, \$35. The Eagleman family, the always had faith in the idea that the land was rich in mineral wealth, are highly pleased.

This and That.

The South Harrisburg Chain works started with twenty-five fires last week, after a shut-down of some time for repairs. Work for the southwest s being turned out.

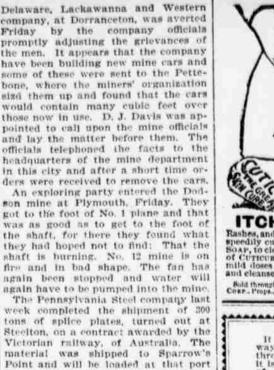
The Central Iron and Steel company s building a steel addition to the big aniversal mill at South Harrisburg. The addition will be used for the storage of stock.

Joseph Eilenwood, chief car inspector of the local yards of the Lackawanna company, has resigned his position. John Dyer, of South Bend, Indiana, will ucceed him and assume his position

The Pennsylvania Steel company, of Steelton, has been awarded the con-tract by the city of Chicago for one of the largest rolling lift bridges in the world. It will be built for the immense drainage canal and will require about 2,500 tons of steel. The bridge will be 350 feet in length over all, the opening portion being 275 feet. The contract will be rushed.

Several changes have taken place among Lehigh and Wilkes-Barre Coal company officials. Richard Lloyd.mine foreman at Wanamie, has been transferred to the Empire shaft at Wilkes-Barre, where he will fill a similar posi-tion and Henry Martin, inside foreman at the South Wilkes-Barre shaft, will succeed Mr. Lloyd at Wanamie, and W. T. Evans, assistant mine foreman at South Wilkes-Barre, has been advanced to succeed Mr. Martin as mine foreman at the other place. Martin Brennen has been made fire-boss at the

A strike at the Pettebone shaft of the



Reduced Rates via Pennsylvania Railroad for Mount Gretna Farmers' Exposition.

on a steamer which will carry a large

cargo of rails to Australia. The rails were turned out at the Maryland Steel

company's works at Sparrow Point.

On account of the Farmers' Exposiion, to be held at Mt. Gretna, Pa., August 14 to 19, the Pennsylvania Railroad company will sell round-trip tickets to Mount Gretna and return, at rate of one fare for the round trip, from principal stations between East Liberty and Bryn Mawr; on the Northern Central Rallway north of and including Lutherville, and on the Philadelphia and Erie railroad division east of and including Waterford. Tickets will be sold August 12 to 19, good to return until August 21, inclus-

For information in regard to train service and specific rates application should be made to ticket agents.

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August brings a bountiful harvest. The summer season has been a wonderfully good one with us, and as a natural result of the big selling many small lots of really good things remain to be sold. These shall not stand on the order of their going, but-

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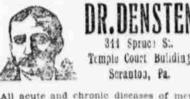
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