THE SCRANTON TRIBUNE-FRIDAY, APRIL 27, 1900.

INDUSTRIAL AND FINANCIAL NEWS

10

THAT NEW ROAD FROM HAZLE-TON TO WILKES-BARRE.

It Will Cost \$800,000 and Will Considerably Reduce the Distance Between Luzerne's Two Most Important Cities-The Iron and Steel Trade-Make-up of the D., L. & W. Board-North Steel Mill Has Shut Down-Not Satisfied with the Decision of the Commissioners.

Renewed interest is being taken in the proposed new trolley line between Wilkes-Barre and Hazleton and the announcement that it will be in order for travel before the end of the year may be taken as a statement really meant by the stockholders. It will run through a rich farming country and by several attractive summer resorts, notably Triangular lake. It will come to within three-fourths of a mile of this resort and it is underscood that a branch track will run to the lake.

At West Hazleton the road will begin, although the cars will run over the present tracks into Hazleton. From West Hazieton it will go around Buck mountain, about one-half mile up from the village of Conyngham. The road up to this point will be virtually level. It will drop down the side of the mountain at a grade of 212 per cent. to a point near Drums, in Butler Valley. From there it will pass through the village of St, John's, about a mile from Drums; thence up the southerly side of the Nescopeck mountain to a point where the Wilkes-Barre and Hazleton turnpike crosses the same, descending into the "Schweitz" valley on a grade not to exceed 2 per cent., to a point within from one-half to three-quarters of a mile on the northerly side of Triangular lake, from which point an up grade will be maintained of 214 per cent, to a point about 100 feet below the top of the Wilkes-Barre mountain, where the proposed tunnel is to be The tunnel, which will cut terday. built. through the apex of the mountain, will be 2.200 feet long and will obviate the necessity of building three miles of road over the top of the mountain. The northerly portal of the tunnel will be about fifty feet below the Lehigh Valley railroad tracks. This point of the tunnel will be about opposite Warrier Run.

Then there will be a grade of about 2 per cent, down the northerly side of the mountain until Sugar Notch gap is reached. Through this the road will pass to the lower Ashley plane and will continue down the mountain at an easy grade, going through the field near the Brown Row; thence under the bridge on the Empire branch of the Central Railroad of New Jersey, otherwise Conyngham street, and connect the capacity of first vice-president and with the Ashley and Sugar Notch line of the Wilkes-Barre and Wyoming Valley Traction company. The distance will be nearly thirty miles

The company intends building the road solidly and substantially and having finely upholstered cars, each fiftytwo feet long, with tollet and smoking rooms. The fare will probably be \$1.25 for the round trip or 75 cents each way. The cost of construction, equipment, etc., will, is is expected, cost about \$800,000 .- Wilkes-Barre Record.

The Iron and Steel Trade. The reduction of \$18 to \$20 a ton on



Don't be deceived about Unceda Blacuit. There is nothing just as good. No other biscuit baked approaches it in goodness. No approaches it in goodness. No other box keeps out the air and dampness. The Uneeds box belongs solely to the Uneeds family. If you have failed once to get Uneeds Bis-icult say it a second time-Uneeds Biscult, Take no invitation All storets no imitation. All grocers should have it. Five cents



m., 2 engines J. Swartz 1.30 p. m., 2 engines-J. O'Hara. 1.45 p. m., 2 engines-W. A. Bartholomew. 7 p. m., 2 engines-W. LaBar, with Madigan's men. 11 p. m., 2 engines-J. E. Masters.

Notice.-Two crews marked North tonight. Officials of the Lackawanna.

President W. H. Truesdale, General Traffic Manager B. D. Caldwell, General Freight Agent P. J. Flynn, Division Superintendent A. H. Schwartz avenue in a southwesterly direction to the interand Line Sales Agent B. F. Haddock, of the coal department of the Lackawanna road, were all in the city yes-

Messrs, Truesdale, Flynn, Schwartz and Caldwell took breakfast at the Jermyn and the president and traffic managers, together with Superintend-ents J. M. Daly and Schwartz, left on the comet for Syracuse at 11 o'clock. Messrs, Flynn and Haddock returned to New York on the 3.30 train.

It is positively asserted by those who are in a position to know that General Superintendent E. G. Russell will return to New York on Sunday and resume his position Monday and later move his clerical force to this city and establish his permanent residence in Scranton. Yesterday's visitors stated that they

had no knowledge of the origin of the rumor to the effect that W. F. Hallstead is to return to the company in the capacity of first vice-president and general manager. This rumor has per-persistently circulated for several days. Present avenue: thence along Present avenue

Brewery Workers' Scale.

The new scale of wages submitted by Brewery Workers' union, No. 153, of Edwardsville, was signed by the Bartels' Brewing company on Monday, The same is to continue in force for one year from the first of this month. Following is an abstract of the wages agreed to:

 Non in wash house
 Per week sta of
 with Monstersterly direction to Moltke avenue; thence in an easterly direction through the lands of the Laukawanna Iron and Steel com-pany; thence in a northeasterly direction through
 pany; thence in a northeasterly direction through the lands of Celia hui, the Nay Aug Falls and 15.00 Elmhurst Boulevard company and the Consumers' fermenting room, cellars Tacking First kettle man, in fermenting to cellars, one or more employed, not less 17 00 den in bottling department Peddlers. 14 00 hipping teamster hipping teamsters (Pittston route) Helpers and teamsters ... First stableman, with rent, heat and light. Engineer (chief) sight engineer Engineer helper The hours of work are ten for firemen, and engineers twelve; Sunday work will be paid for at double price, employes shall have free beer as heretofore, wages paid weekly, and no Harrison avenue with Ridge Row; thence in a employe discharged without cause, or southeasterly direction to the intersection of blacklisted. Arbitration is also pro- Bidge Row with Arthur avenue; there shog vided for.

ANOTHER STREET RAILWAY COMPANY

HAS ASKED CITY COUNCILS FOR A FRANCHISE. Ordinance Was Introduced in Com-

mon Council Last Night Granting the Speedway and Connell Park Street Railway Company Permission to Lay a Track on Certain Streets of City-What the President of the Company, Major T. Frank Penman, Has to Say About the Enterprise.

An ordinance granting permission to the Connell Park and Speedway Street Railway company to construct a street rallway over certain streets of the city was last night introduced in common council by Luther Keller, and was referred without comment to the rallway's committee. The terms of the ordinance are as follows:

An ordinance authorizing the Connell Park An ordinance authorizing the connect fars and speedway Street Railway company to lay tracks, with the necessary switches and turn-outs, erect necessary poles and wires, and oper-ate its road by electrical power on certain streets and avenues within the city limits. streets and avenues within the city initis. Section 1. Be it ordained by the select and common councils of the city of Scranion, and it is hereby ordained by the authority of the same, that the Connell Park and Specievy Street Railway company is hereby authority to hay tracks, with the necessary switches and turn-outs or the sector processary and wire, but out.

outs, erect necessary poles and wires, and opti-ate its road by electrical power on the following named streets: Beginning at the intersection of Adams ave-nue and Sprace street, in the city of Scranton, Lackawanna county, Pennsylvania; thence along

Spruce street in a southeasterly direction on the tracks owned or leased or operated by the Scran-ton Railway company a distance of about seven hundred (300) feet to the bridge over the Rearing Brook; thence over said bridge to the in-tersection of Front street with Moosic street; thence along Moosic street in a southeasterly direction to the intersection of Moosic street with Prospect avenue; thence along Prospect

section of Prospect avenue with Elm street; thence along Elm street in a southeasterly direction to the intersection of Elm street with Crown avenue; thence along Crown avenue in a southwesterly direction to the intersection of Crown avenue with Locust street; thence along Locust street in a southeasterly direction to the intersection of Locust street with Stafford avenue; thence along Stafford avenue in a south-westerly direction to the intersection of Stafford avenue with Cherry street; thence along Cherry street in a southeasterly direction to the inter

section of Cherry street with Meadow avenue; thence along Meadow avenue in a southwesterly direction to Palm street. A LOOK Also a loop beginning at the intersection of rown avenue with Elm street; thence along the old abandoned road of the cackawanna Iron and Coal company in a southerly direction to the intersection of Cherry street and Meadow

avenue. Also beginning at the intersection of Adams avenue with Spruce street; thence along Adams avenue in a southwesterly direction to the intersection of Adams avenue with Lacka-wanna avenue; thence along Lackawanna ave-nue in a southeasterly direction to Ridge Row; a northeasterly direction to the intersection Prescoti avenue with Linden street; thence along Linden street in a southeasterly direction

on a bridge to Front street; thence along Front street in a northwesterly direction to the inter-section of Front street with Grown avenue;

tional charge, give all passengers a transfer ticket to all its intersecting or connecting lines

ticket to all its intersecting or connecting innes or loops in the city. Section 9. The said company shall within thir-ty days after the approval of this ordinance. fie in the city clerk's office a written acceptance of the provisions of this ordinance, together with an agreement duly executed by the cor-porate authorities of said company, in which it shall bind itself to observe and submit to all the conditions and restrictions contained in this ordinance.

ordinance. And the said company shall further agree And the said company stall further agree that it will in future pave and repave between its rails and tracks on all streets over and through which its lines are constructed, which have heretofore been or shall be hereafter paved, with the same material, and in the same man-ner in which the remainder of the street shall be paved, at such time and in such manner as may be prescribed by the city: provided that by mutual agreement between the city and the Said company other material may be substituted for pavenent between the said company's tracks than that which is used on the remainder of the street. street.

street. And the said company shall further agree that it will at all times hereafter be bound to observe and be subject to all ordinances of said city with reference to passenger railways pow in freed or hereafter to be passed, not inconsistent with its charter rights.

WHAT PRESIDENT SAYS. the new company, and being inter- one section for silks at \$1.25. viewed by a representative of The Tribune said that the enterprise is

bona fide, and if the city grants the franchise asked for, the work of building the road will begin at once and pushed to completion this summer. The project is a substitute for the

that the city cannot give such a right owing to certain reservations in the title to park lands. The present plans contemplate crossing the Roaring Brook on their own bridge at Harrison

those of the Nay Aug company in that it contemplates a line through the South Side by way of Prospect avenue to Connell park. This will serve a large population in that section of the city not now accommodated with street car facilities and furnish the company with a business in the

winter season which will be lacking on the Speedway line for the present. Major Penman said that a number

of Scranton gentlemen are interested in the enterprise and satisfactory arrangements are under way to finance the company, and they believe that it will be a paying investment.

The road is to be built of ninetypound rails to be obtained from the Lackawanna Iron and Steel company, and a double track will be constructed wherever it is possible. Large mod-

ern cars are to be used, with an aisle in the center, and the seats facing the front, and to be equipped with a newly-invented brake that furnishes the largest possible safety on the heaviest grades. This substantial construction and equipment will prove to be the most economical ultimately, and are intended to provide the largest degree of comfort, safety and speed for passengers. If the city authorities desire provided with a five-foot passageway on each side of the tracks for public use. The construction of the road means the disbursement of thousands of dollars for labor this summer, and

so far as possible local labor of all kinds shall be given the preference. PLEASURE PARK.

Pavilions will be erected at Connell park and at the Speedway, where band concerts and other innocent entertainments may be enjoyed, and probably a recreation park similar to those in other cities will be built by



SCRANTON'S SHOPPING CENTER.

Of Silks--Most Important.

The Silk Department will likely be very much disturbed by the great business that will follow this great announcement. But we have arranged for it-there will be extra room-seventy-five feet of counter space devoted to this silk sale. Just three groups at these prices will cover all the silks in this offering and Major T. F. Penman is president of a section of counter will be given to each price-one section for silks at 75c.; one section for silks at \$1.00;

Thousands of Yards. Hundreds of Styles. The Regular Prices are from \$1.00 to \$2.00 per yard. The Prices for the Sale are from 75c to \$1.25.

Nay Aug park road for which a right to go through the park was denied recently by councils, on the ground is represented in this remarkable offering. The styles can be used by the style of fancy dress silks is represented in this remarkable offering. The styles are choice, thoroughly up-to-date, all having been made for this season's sales, most of them having come into our stock since the first of the current month.

The 75c Silks.

avenue and running up the side of the brook past the ore roaster, and thence along the Boulevard to the Speedway. The plan also differs from Si.00 to \$1.40 per yard. In the assortment are Fancy Taffeta, Stripe Taffeta, Checked Taffeta, Fancy Brocade Silks, Satin Striped Taffeta, Persian Effects, Silk Poplins, Fancy Foulards, etc.

The \$1.00 Silks.

In this lot are rich styles of fancy silks that were from \$1.40 to \$1.75 a yard: Rich Persian Printed Satins. Persian Taffetas, Rich Satin Striped Peau de Soie, Newest Foulards, Evening Fancy Silks, all light shades, Rich Plaid Taffeta with satin bars, Hemstitched and Corded Silks for waists, Rich Figured Taffetas.

The \$1.25 Silks.

This is a collection of Fancy Silks in rich style, prices of which were from \$1.75 to \$2.50 a yard: Rich Satin Striped Plaids and Stripes in fine color combinations, Evening Silks. many new styles and effects, Handsome Taffetas in new Persian effects. Beautiful Striped Taffetas in new colors and effects, Beautiful Plisse Silks with drawn work effects. Handsome Waist Silks in stripes and figures, some satin, some taffeta grounds.

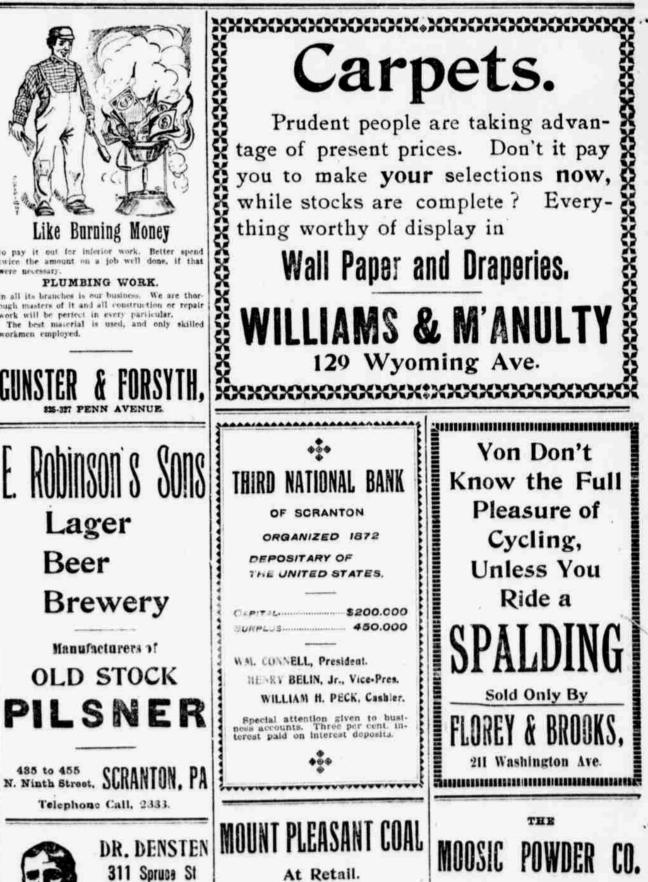
There Is Also a Story on Taffeta Silks---Read On.

There are 1,000 yards of good Taffeta Silks, 19 inches wide, mostly solid colors and about twenty different shades. It's the quality that usually sells in good houses for 75c a yard. Some stores, we notice, get 79c. and some as high as 85c. By all fair standards the silks are worth 75c, and that is what we would ordinarily get for them, but we were fortunate in finding a manufacturer who wanted money quickly, so we bought at our price. Here they are for 65 cents a yard:

Sale Opens Monday Morning.

it, the bridge to be built across Roar-ing Brook at Harrison avenue will be CONNOLLY & WALLACE, WASHINGTON AVENUE





wire and wire nails made during the past week has startled the trade, as such a radical drop in prices had not been expected. It has caused a serious check in business in other branches of the iron and steel trades, as buyers will wait to see what effect this will have on raw materials and manufac tured products generally. This is be lieved to have been the largest borlzontal reduction in price in the history of the iron trade. Its nearest parallel ralls, which was made in February, 1897, and for the time caused as great a sensation. The effect of this occurrence is shown in our market reports from the different trade centres, which indicate that in some lines it is at present almost impossible to make quotations owing to the cessation of business. It will probably be a couple of weeks until the smoke clears away and all parties are able to get their bearings.

In the meantime it is well for everybody to bear in mind that the condition of the country generally is of the most satisfactory character. Prosperity reigns in all branches of business, railroads are doing an enormous traffic, workmen are well employed, the prospects for crops are of the most encouraging character, and our foreign is not only unprecedentedly large, but continues to grow. Foreign iron markets are buoyant, and we have every reason to expect that our exports of manufactured products will continue to increase. Sales of southern pig iron for export have been large during the week, and the inflications point to much more business of this character.-Iron Age.

The Board for Today.

Following is the make-up of the Delaware, Lackawanna and Western board for today:

WILD CATS, SOUTH.

Thursday, April 26.

12.30 a. m.-H. V. Colvin, 5 a. m.-A. J. McDonnell, 4 a. m.-S. Romoiy, 8 a. m.-T. Nauman, 11.30 a. m.-H. Bishing, with 8. Finnerty's men, 2 p. m.-J. McCue, 3.30 p. m.-R. W. Peckins, 5 p. m.-O. Randolph,

SUMMITS

7 a. m., north-Nichols. 2 p. m., north-J. Rowe with G. Frounfelker's

\$ p. m., south--McLane. PULLER

10 s. m.-Beavers. PUSHERS.

8 s. m., south-Houser a. m., south-Houser.
11.30 a. m., south-Moran.
Jo. m., south-Murphy.
10 p. m., south-C. Cawley.
PASSENGER ENGINE.
6.30 p. m.-Magovern.

WILD CATS, NORTH. a. m., 2 engines-C. Kingsley. 0 a. m., 2 engines-J. Ginley. 1 a. m., 2 engines-J. Gerrity. p. m., 2 engines-H. J. Larkin.

Medicine for Men on Triat and Approval course of der-werking appliance. All you've been longing for-or you pay nothing. We send on approval. Create complete physical and nerve vigor. Book of are information, with the proofs, sent under plain ERIE MEDICAL GO., BUFFALO, N.Y.

Are Not Satisfied.

Officials of the New York, Ontario and Western, the Eric, and other coaicarrying roads that have been opposing the application of the Delaware Valley and Kingston Railway company to construct a road from Lackawaxen. Pa., to tidewater at Kingston. N. Y., declare that they are not satisfied with the decision of the New York State Railroad commission, permitting such construction, and will appeal to the courts.

In view of the fact that the Erle was one of the principal opponents to the application at the hearings before the commission, it is believed that legal action will be taken in its name, although this has not yet been definitely

North Mill Shut Down.

decided upon.

The North Steel mill of the Lackawanna Iron and Steel company has been shut down since last Monday, and will probably remain shut down for some time owing to a lack of orders. Several hundred men are thrown out of employment by the closing of the mill, which is not unusual, however, at this time of the year, all summer orders now having been filled.

This and That.

Charles H. Ketcham, who succeeds Raymond DePuy as superintendent of the Morris and Essex division of the Lackawanna railroad, previous to taxing up his duties with the Lackawanna railroad, was superintendent of the Buffalo division of the West Shore railrond. He was born in Rock Island, Ill .. in 1855, and entered the railroad service in 1872 as a telegraph operator. He has worked on several different

roads in the west and south, and in 1893 was made superintendent of the Pittsburg railroad. This position he left to become superintendent of the Buffald division of the West Shore railroad, No successor to Mr. Ketcham as terminal agent has yet been choseh.

Plan Partly Outlined.

Uppen-Going to do anything with your wheel

Dewing-Well, I guess yes, if I have good juck 'm going to finish paying for it this year Chicago Tribune

A Friendly Tip.

Mocks-Now I like to listen to a minister who sticks to his text when he preaches. Weeks-Then you sught to attend our church and a half as a rule .- Chicago News.

Powder company to a point at or near toe said boulevard; thence in a northeasterly direction, following the course of the said boulevard of the Nay Aug Falls and Elmburst Boulevard company about two hundred (200) feet from the same, more or less, to Ash street; thence in an easterly direction, following the general course 11 00 coaterly direction, bolowing the general course 11 00 of the said boulevard to the westerly boundary 12 00 line of Roaring Brook township, Lackawanna 20 22 county, to a point at or near the Speedway on 18 00 said Nay Aug Falls and Elmhurst Boulevard. dicial to the investment."

CONNECTING LINE. against your road?"

would not pay.

ing.

"They did, however, ask the attor-

ney general for a que warranto to

grounds that certain franchises asked

tained from this city years ago, and

which they never availed themselves

of. Those proceedings are still pend-

inated from their request for franchise

most of the streets the occupation of

which seemed to be objectionable to

the Traction company, and we hope

ed so far as they are concerned. How

ever, if the city authorities wish to

continue the Traction company in

The present company have elim-

annul the Nay Aug charter on the

for conflicted with some of theirs ob-

May a connecting line beginning at the inte with Moosic street; t in a northwesterly section of Crown avenue with M thence along Mocsie street in a direction to the intersection of Moosic stact with Prospect avenue. Also a loop beginning at the intersection of necessarily we come into competition with that company to some especially on the South Side. Most of Arthur avenue in a northeasterly direction to the intersection of Arthur avenue with Linden street; thence along Linden street in a porththe gentlemen interested in the Nay Aug company did not desire to build

westerly direction to the intersection of Linden street with Earrison avenue. Also a loop beginning at the intersection of Present avenue with Linden street; thence along Linden street in a northwesterly direction to the intersection of Linden street with Webster plane but the Traction nearly out their

svenue; thence along ornster avenue in a south-westerly direction to the intersection of Webster avonne with Ridge Row; thence returning by the same route to the place of beginning; forming a complete circuit with its own tracks, except as above stated.

A single track only shall be laid on Lacka-wanna avenue from Adams avenue to Ridge Row, also across the Rotring Brook bridge, and on the loop of said road on Ridge Row from Harrison avenue to Arthur avenue, on Ar-thur avenue from Ridge Row to Linden street, and on Linden street from Arthur avenue to Harrison avenue

Section 2. The said company shall lay on all of the streets and avenues now paved a flat rail an approved pattern, of a weight that will suitable for the traffic of the said road; on all unpaved streets and avenues where it shall | they will allow us to proceed unmolest

use a T rail to protect the said rail with planks so that the top of the same shall be flush with the top of the rail, both inside and outside. Whenever any streets or avenues mentioned in this ordinance not now paved, are paved, the company shall pave between the rails and twelve inches outside, of the same material as the said streets are paved with, or vitrified brick; and where there are turnouts and switches, shall also pave between the tracks as above pr Section 2. The location of poles and wided dall be under the general direction of the city

authorities. REPLACE PAVEMENT.

Section 4. The company shall replace any pave-ent torn out by it with the same material of which the pavement was constructed. The said company shall at all times conform to the grade established by the city. Section 5. The said company shall grade all streets and avenues upon which it shall lay its tracks, where the same are not then graded. curb-line to curb-line, simultaneously with remove all unnecessary dirt and obstructions as the work of the construction progresses. Section 6. The said company shall keep its tracks at all times filed with substantial mate-

ial, under the supervision of the street com aissioner, so that the public can drive on or over same with safety.

parage of this ordinance. If the construction of any line, loop or extension berein mentioned is not completed within the said two years, then us to said unfinished line, loop or extension, any rights granted under this franchise shall be forfeited to the city. Section 8. Said company shall, without addi

After Dinner

To assist digestion, relieve distress after eating or drinking too beartily, to prevent constipation, take Hood's Pills Sold everywhere, 25 cents,

the company, "but under no circum-VILL stances," said Major Penman, "shall such places be allowed to develop into resorts for the 'tough' element, se long as I am interested in the company. Acide from a due respect for the moral sentiment of the commun Like Burning Money ity, such a condition would be preju-Major Penman was asked, "What to pay it out for inferior work. Better spend opposition do you expect will develop the amount on a job well done, if that were necessary PLUMBING WORK.

In reply, he said: "That remains to be seen. We have tried to plan the in all its branches is our business. We are ther ough masters of it and all construction or repair work will be perfect in every particular. road so as to present the fewest possible objections to anyone, including The best material is used, and only skilled the Scranton Railway company, but workmen employed.

and operate a street railway, but did want a road built near their lands 225-327 PENN AVENUE along the Boulevard. They tried to plans, but the Traction people de Sons clined the offer on the grounds that it lohingon g

Lager

Beer Brewery

Manufacturers of **OLD STOCK**

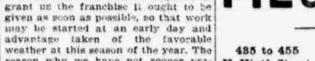
Telephone Call, 2333.

Temple Court Building,

SCRANTON, PA.



extent



reason why we have not sooner presented our request for franchise is be cause our engineers did not complete their preliminary work until about ten

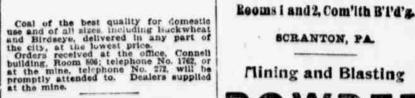
days ago." The directors of the company are the laying of the said tracks, in accordance with grades established by the city councils, and shall nel Herman Ostnaus, secretary: Hon. M. E. McDonald, treasurer; Colonel Charles C. Mattes, Andrew F. Bed-

ford. Recent investigations have shown a deplorable

state of political corruption in the Russian army, and it is said that the czar will make an exam ple of some officers caught stealing funds through orged vouchers.

All acute and chronic diseases of men, women and children. UHRON, C. NERV. OUS, BRAIN AND WASTING DISEAS-ES A SPECIALTY. All diseases of the Liver, Kidnoys, Bladder, Skin, Blood, Nerves, Womb, Eye, Ear, Nose, Throat, and Lungs, Cancers. Tumort: Piess, Rupture. Goitre, Rheumatism, Asthoa, Catarrh, Varlococele. Lost Manhood Nightly Emissions, all Female Diseas : Leucorrhoea, etc. Gonorrhea, Syphilis, Blood Poison, Indiscretion and youthful habits obliterated. Surgery, Fits, Epi-leps, Tape and Stomich Vorma. CA-TARRHOZONE. Specific for Catarrh Three months' treatment only 35.00. Trial free in office. Consultation and exami-nations free. Office hours daily and Bunday, 5 a. m. to 5 p. m. MADE ME A MAN TABLETS POSITIVELY CURE Nerrous Diseases-Failing Mam ness, etc., canner mess and India fy and surely old or young, an ness or marriage





SCRANTON, PA.

Mining and Blasting O

ande at Moosic and Rush tale

LAPLIN & RAND POWDER CO.'S ORANGE GUN POWDER Elsetric Batteries, Electric Exploders, exploding biasts, Safety Puss and Repaune Chemical Co.'s explosive





A REMEDY CO., Distance and a series a series and a series a serie t upon having the AJAX REMEDY CO.

Section 7. The construction of the said road shall be completed within two years from the passage of this ordinance. If the construction

The Best:

MOUNT PLEASANT COAL CO