

COAL PRODUCTION OF UNITED STATES WE NOW OCCUPY THE FIRST PLACE AS MINERS.

Pennsylvania Stands at the Head of the Coal Producing States of the Union—In 1899 53 Per Cent. of the Total Output of Anthracite and Bituminous Coal Came from Beneath the Soil of the Keystone State—Amount Mined of Each Kind of Coal.

Statistics as to the coal production of the United States for 1899, prepared by Edward W. Parker, according to returns to the geological survey by its agents, are now given for the first time. According to these statistics a steady advance has been made by the United States from third to first place in the world's production of coal, an advance from 14.35 per cent. to 32 per cent.

The coal areas of the United States are divided into two great classes—the anthracite and the bituminous. The output of anthracite coal, including the product of Colorado and New Mexico, has increased from 29,745,250 short tons in 1887 to 60,514,537 short tons in 1899. In the ten years from 1889 to 1899 the product of anthracite coal increased about one-third. The product of anthracite coal in 1899 exceeded by nearly 2,500,000 tons the phenomenal yield of 1895.

In point of area the western is the most extensive of the bituminous fields, having an area of nearly 100,000 square miles. The total product of bituminous coal in 1899 was 172,098,917 long tons, or 153,211,867 short tons, valued at the mines at \$167,835,304. The aggregate product of anthracite and bituminous coal in 1899 was 236,553,504 long tons, or 212,727,830 short tons, valued at \$256,077,434.

ANTHRACITE OUTPUT. The product of anthracite coal in Pennsylvania amounted in 1899 to 52,944,647 long tons, or 60,418,065 short tons, valued at the mines at \$88,142,120, against 47,007,076 long tons, or 55,282,844 short tons, north of \$74,143,537 in 1898, and 46,974,714 long tons, or 52,611,680 short tons, valued at \$79,301,954, in 1897. Compared with 1898 the product in 1899 shows an increase of 6,281,571 long tons, or 7,035,261 short tons in amount, and of \$12,742,830 in value. The percentage of increase in product was 13.02, while the value increased 16.09 per cent., the year's business being marked by an advance of 5 cents per ton in the general average price. For the first time in twenty years the increase in the value of bituminous product has been greater in proportion to the increase in tonnage.

In reference to the coal production by the various states and territories, nineteen produced over 1,000,000 tons short tons in 1899, seven had an output exceeding 5,000,000 tons each; four exceeded 10,000,000, and two—Pennsylvania and Illinois—exceeded 20,000,000 tons. Pennsylvania stands pre-eminently at the head of the coal producing states. The combined output of anthracite and bituminous coal in Pennsylvania has for many years exceeded 50 per cent. of the total output of the United States. In 1899 53 per cent. of the total product was from Pennsylvania mines; 29 per cent. was Pennsylvania bituminous coal, and 24 per cent. Pennsylvania anthracite. It has been estimated that at the present rate of consumption the anthracite fields of Pennsylvania will last from 150 to 200 years. Anthracite production in Pennsylvania in 1899 increased 13 per cent. over 1898, as compared with an increase of 13.08 in Pennsylvania bituminous coal and a gain of 16 per cent. in the total bituminous product of the United States.

HARD VS. SOFT COAL. Anthracite coal is becoming more of an article of domestic consumption every year, while its use under boilers and for manufacturing purposes is being supplanted to a large extent by soft coal. "It is not to be expected," says the report, "that its production will increase in the same proportion as bituminous coal, but with our increasing urban population, its use as a domestic fuel may continue to increase for at least some time to come. Nor is it possible to predict what the rate of increase, if any, is going to be, but it is probable that for the next fifty years at least 20 per cent. of our

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10 cents and 25 cents, at all drug stores.

Next in importance to Pennsylvania as a coal producer is Illinois, whose product in 1899 was 24,438,019 tons, equivalent to 9.6 per cent. of the total product, and a gain of nearly 6,000,000 tons over the state's output in 1898.

The total product for Pennsylvania in 1899 was 129,150 long tons, or 154,568,180 short tons; spot value, \$144,339,921. Anthracite—Total product, 52,944,647 long tons, or 60,418,065 short tons; spot value, \$88,142,120. Bituminous—Total product, 66,205,513 long tons, or 74,150,115 short tons; spot value, \$56,247,794.

The product of bituminous coal in Pennsylvania in 1899 shows a gain over the output in 1898 of 8,985,042 short tons, or 12.3 per cent. This increase in tonnage was not as large as that of 1898 over 1897, or of 1895 over 1894, in both of which years the gain was over 10,000,000 tons, but in each of those years the increased product was accompanied by a decline in price, while in 1899 the value per ton was advanced from 67 cents to 76 cents, and the increase in the total value of the bituminous product was more than the combined increase in value for the two years mentioned.

THE BITUMINOUS PRODUCT. The increase in the value of the Pennsylvania bituminous product in 1899 was larger than the value of the entire output of any other state with the exception of Illinois and Ohio. The average price per ton (\$76) was the highest obtained since 1893. Of the total bituminous product in 1899, over 22,000,000 tons, or about 20 per cent., was mined by machines.

It was shown in 1898 how the effect of the increased activity in the iron and steel trade was reflected in the bituminous coal production of Pennsylvania, and particularly upon that of the four leading counties—Fayette, Westmoreland, Allegheny and Cambria. What was said for 1898 holds good for 1899. The first two counties embrace the Connellsville cokeling regions, and the greater portion of the product is made into coke for blast furnace and foundry use.

These four counties produce from 60 to 63 per cent. of the state's total (62 per cent. in 1898), and 69 per cent. of the total increase in the bituminous product for 1899, was contributed by them. The combined product of the four counties in 1899 was practically 40,000,000 short tons, nearly double the entire output of Illinois. The largest increase in 1899 was in Westmoreland county, which added 2,766,280 tons, or 24 per cent. to its output for 1898. Fayette county gained 1,913,226 tons, or 15 per cent.

The third county of increased production and first in percentage of gain among the important producers was Somerset county with an increment of 1,102,245 short tons, or 69 per cent. The product of Somerset county has tripled in two years. Allegheny gained 1,082,062 tons, or 12 per cent., and Cambria county gained 468,372 tons, or 7 per cent. There were only three counties which did not share in the general improvement. These were Lawrence, McKean and Tioga.

CUT GLASS WORKS TO START. Operations Will Begin This Morning at 9 O'clock.

The T. D. Clarke & Co cut glass works, on North Washington avenue, will begin operations this morning. About thirty hands will be employed at the outset. Twenty more will be put to work as rapidly as room can be made for them.

Secretary D. B. Atherton and the members of the manufacturers' committee of the board of trade have been invited by General Manager D. C. Osborne to visit the plant at 9 o'clock this morning to witness the start-up.

MARRIAGE LICENS.

Martin KeachBeech street
Mary MahoneyStone avenue
Mathias KilkouskaScranton
Petronilla KlimasScranton
William MillerGerman county
Lucy E. LaneGerman Hill, Wyoming county
Thomas H. MasonOlyphant
Sarah A. MettersBlakely

LIVE NEWS OF THE INDUSTRIAL WORLD

MAKE-UP OF THE D. L. & W. BOARD FOR TODAY.

Two Roads Recently Secured by the Pennsylvania Railroad Gives It the Shortest Line Between Philadelphia and Buffalo—Binghamton Thinks Its Prospects for Securing the Crown Street Company's Plant Are Good—Vulcan Iron Works Is Building a Large Shop.

The Delaware, Lackawanna and Western board for today follows:

Wednesday, Aug. 1.
WILD CATS, SOUTH.
6 p. m.—Nauman.
8:30 p. m.—Wesley.
10:30 p. m.—Fellows.
11:30 p. m.—McCann.

Thursday, Aug. 2.
WILD CATS, SOUTH.

12:30 a. m.—Coffin.
2 a. m.—J. W. Bessing.
4 a. m.—J. Ennis.
6 a. m.—E. Van Vleet.
8 a. m.—P. Singer.
10 a. m.—H. Bartholomew.
11 a. m.—T. Staples, with A. Bartholomew's notes.
12 noon—S. Carmody.
1 p. m.—J. W. Bessing.
2 p. m.—Burkhardt.
3:30 p. m.—Mann.
4:45 p. m.—C. Bartholomew.

SUMMERS.

7:50 a. m., north—G. Froudfelder.
9 a. m., north—Nichols.
1 p. m., south—L. Lane.

PULLERS.

8 a. m.—Houser.
11 a. m.—Barber.
7 p. m.—Murphy.
9 a. m.—M. Carmody.

PASSENGER ENGINE.

6:30 p. m.—Magovern.

WILD CATS, NORTH.

5 a. m.—S. Finerly.
6 a. m.—Doodson.
8 a. m.—Mullin.
10 a. m.—Maligan.
11 p. m.—Wartel.
12 noon—J. W. Bessing.
2:30 p. m.—C. Kinsley.
5 p. m.—Larkin.
7:15 p. m.—J. Hennigan.
9 p. m.—J. Bush.
9 p. m.—Carrigg, with Masters' men.

NOTICE.

A. Garrity and crew go to Nay Aug on Train 39 and use three Nay Aug engines to handle coal to Lehigh.

Burkman J. J. Murphy will go out with Nichols, and Thomas Malton will go out with Winters on 52. Aug. 1, 1900.

A. C. SALISBURY, Supt.

Will Have a Short Line.

The Pennsylvania railroad has secured control of the Washington, New York and Western railroad, and also of the Allegheny Valley railroad, and orders have been issued making the mileage books good over these divisions. These new acquisitions will greatly benefit the Pennsylvania and the traveling public, especially in the connection between Philadelphia and Buffalo.

The New York and Pennsylvania runs from Emporium to Buffalo and the Allegheny Valley route from Pittsburgh into Erie and Buffalo, which makes the run from Philadelphia to Buffalo shorter than any other. This new union of the two great manufacturing cities will be of wonderful advantage to the Pennsylvania road and, incidentally, to commercial concerns generally.

This and That.

There will be a meeting of local union No. 1231, United Mine Workers of America, in St. Peter's hall, Bellevue, Friday evening at 8 o'clock. Superintendent Salisbury directs that whenever it becomes necessary to run a damaged car behind a caboose, a brakeman must, in all cases ride in that car when the train is in motion.

Lackawanna train conductors have been given orders not to use box cars of less capacity than 60,000 pounds for shipments of ice. No cars will be set out at the different ice plants less than this capacity, without a special order.

Engine No. 1005 was used alone yesterday to pull No. 6 train over the Pocono mountains. Heretofore two engines have been used on this train, which is one of the finest and best equipped on the Lackawanna railroad.

Engine No. 820, which was sunk in the bog at Cresco and hauled out on Tuesday arrived in the yard yesterday. It is shorn of its beauty and

looks more like a mud scow than a locomotive. The engine is badly damaged and while the principal heavy parts are intact, it will require much labor to put it in service again.

Some Lackawanna trainmen are not observing instructions "that brakes must be set on every car left on sidings at Manunka Chunk." Superintendent Salisbury says conductors must know that this is done. Under no circumstances will conductors permit a hand-car or rubble car to be attached to the rear end of their train in any manner.

H. P. Lincoln, who for the past ten years has been assistant engineer of the Sunbury division of the Pennsylvania railroad, went to Buffalo yesterday, as principal assistant engineer of the new Buffalo and Allegheny Valley division, of which Mr. G. W. Creighton is general superintendent. Mr. Lincoln is succeeded by W. L. Cooper, who is promoted from supervisor at Huntingdon on the Pennsylvania railroad main line. H. M. Chenoweth, chief clerk to the superintendent of the Sunbury division, has accepted a similar position with Mr. Creighton at Buffalo. He is succeeded by W. F. Koefer.

Shoo! Three Dollars Worth For \$1.89 Saturday at Jonas Long's Sons.

WE ONLY WHOLESALE IT! SNOW WHITE FLOUR Change to "Snow White."

Low Rates West CHICAGO & NORTH-WESTERN RAILWAY

Connolly and Wallace

127 and 129 Washington Avenue. SCRANTON'S SHOPPING CENTER.

OUR ANNOUNCEMENT to close our store during August on Saturdays at 12 o'clock noon has brought us such a flood of congratulations that we are moved to take recognition of the very generous words of our friends in this public acknowledgment. We have made this departure in the interest of our employes, to afford them necessary rest and recreation during the heated term, and we believe the movement will be appreciated by them and the public in general.

Connolly & Wallace 127 and 129 Washington Avenue.

THIRD NATIONAL BANK OF SCRANTON ORGANIZED 1872 DEPOSITORY OF THE UNITED STATES.

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Decorating Your Home. Our stock embraces every new novelty and a complete line of all the standard colorings and designs.

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Again we give a forcible demonstration of our leadership in popular price footwear. We are determined to unload our large stock of seasonable, stylish and desirable footwear of all sorts for everybody, and we shall not consider the price of the cost of the shoes.

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MOUNT PLEASANT COAL At Retail. Coal of the best quality for domestic use and of all sizes.

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