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INDUSTRIAL AND LABOR

TROLLEY LINES IN LEHIGH REGION.

Completion of the Mauch Chunk and Slatington Road Gives Mauch Chunk Almost Direct Connection with Philadelphia by Trolley. State of the Anthracite Coal Trade as Viewed by a Trade Journal. General Condition Is Reported as Very Favorable—Board for Today.

I. A. Sweigart, who for many years was general superintendent of the Philadelphia and Reading Railway company, is now at the head of a trolley car system in this state which will soon take in all the principal towns in the Lehigh coal region, says the Philadelphia Press. The Mauch Chunk, Leighton and Slatington road is now completed and by November 1 it is expected to join the Leighton branch with the Mauch Chunk system. The latter road is now completed from Mauch Chunk to Flag Staff Point, one of the highest elevations near Mauch Chunk.

With the completion of the entire line between Mauch Chunk and Slatington, which will be within a short time, a number of important Lehigh valley towns, which have heretofore been devoid of railroad facilities, save in some instances that of the steam railroad, will be placed within trolley communication of each other. These are Mauch Chunk, Hacklebarnie, Lehighton, Jamestown, Packerton, Weisport, Union Hill, Parryville, Bowmanstown, Hazard, Palmerton, Lehigh Gap and Slatington, with spurs in both Lehighton and Slatington.

The line ascends Flag Spur mountain. The top of this mountain towers nearly eight hundred feet above the streets of Mauch Chunk. From the top is afforded a view directly through Lehigh Gap to the Orange mountains in New Jersey, fully fifty miles distant. Although it is but half a mile from the town to the top of Flag Staff, in an air line, the distance traversed by the trolley line in its ascent of the mountain is fully five miles, at a grade ranging from three hundred to four hundred feet to the mile, while its descent toward Lehighton is at a grade equally heavy.

The company owns 425 acres on the top of Flag Staff mountain, which is a level plateau, fully two thousand feet above sea level.

The Mauch Chunk, Lehighton and Slatington Street Railway company is a merger and consolidation of the Carbon County Electric Railway company and the Slatington and Palmerton Street Railway company. The capital of the consolidated company is $600,000, with a bonded indebtedness of like amount. At Slatington connection will be made with the Allentown and Slatington Street railway, connecting at that point with the Philadelphia and Lehigh Valley Traction company, making it practically a through line from Mauch Chunk to Philadelphia.

The officers of the company are I. A. Sweigard, president; John H. Pascoe, vice president; Thomas E. Durham, secretary; W. H. Bartlett, treasurer. I. A. Sweigard, H. E. Crilly and John H. Pascoe, executive committee.

D., L. and W. Board for Today.

Following is the make-up of the D., L. & W. board for today:

TUESDAY, OCTOBER 22.

Wild Cats, East—8 p. m., William Hoar, J. J. Costello's crew; 10 p. m., E. Van Wormer; 11 p. m., W. W. LaBar.

WEDNESDAY, OCTOBER 23.

Wild Cats, East—1:30 a. m., M. Finnerty; 4 a. m., D. Wallace; 5 a. m., H. Doherty; 8 a. m., D. Bisbing; 10 a. m., E. L. Stevens; 11 a. m., M. McCarthy; 1 p. m., A. H. Rosser; 5 p. m., G. W. Burt; 6 p. m., M. R. McLean.

Submit, East—7 a. m., easts, J. Hennessey; 8 a. m., west, N. Nicholas; 11 a. m., west, Freeman; 2 p. m., east, J. Corrigan; 3 p. m., west, M. Godden; 4 p. m., east from New Ang, Edward McWilliams; 7 p. m., east from Cayuga, M. Gorley.

Pusher—6 a. m., Webber; 6:15 a. m., S. Finnerty; 8 a. m., Houser; 10:30 a. m., Moran; 6 p. m., F. McDonald; 7 p. m., Murphy; 9 p. m., W. H. Bartholomew; 10 p. m., Lamping.

Passenger Engine—7 a. m., Coffey; 7 a. m., Singer; 10 a. m., Norton; 10 a. m., Snyder; 7 p. m., Stanton; 8:30 p. m., Metzgar.

Wild Cats, West—6 a. m., John Corrigan; 9 a. m., John Rasler; 8 a. m., D. Higgins; 10 a. m., P. Wall; 11 a. m., T. Doughton; 1 p. m., W. Kirby; 2 p. m., M. Carmody; 4 p. m., A. E. Kerbaugh; 5 p. m., P. Cunningham; 6 p. m., T. Cox, O. Randolph's crew.

NOTICE!

Conductors A. H. Rowe and B. W. Perkins and firemen will attend 10 a. m. class, at house for instruction car, Oct. 23, for second course instruction.

Review of Coal Trade.

The general condition of the anthracite trade continues excellent and the outlook for the winter is extremely favorable. There is now but little chance of any serious labor troubles at the mines before next spring, and the production of coal is likely to be heavy all winter. The output for September is officially estimated at about 4,000,000 tons, and the output for October is likely to exceed that figure. The production for the year to date is nearly 5,000,000 tons in excess of that for the corresponding period last year, which was 34,292,000 tons.

Shipments of anthracite to Europe continue. These are of importance chiefly from their novelty. The total movement is not likely to be large, as shipments are in part dependent on a very favorable freight rate, which can scarcely be expected to rule long. However, the amounts shipped are in excess of any similar movement in the history of the trade, but it is, to say the least, rather remarkable that anthracite should be going abroad when prices in the domestic market are so firm and demand so good.

In Lake Superior territory the movement of coal up the lakes has not been nominal at the rate expected, and there is renewed talk of a shortage before next spring. However, the movement through the Sault to Oct. 1 this year was 529,788 tons, compared with 422,825 tons in the corresponding period last year. In Chicago territory receipts by lake are more liberal and the outlook for an adequate supply on docks by the close of navigation has improved. Receipts of rail coal are insufficient to supply local shippers and do not seem likely to increase materially, owing to the general car famine. Retail buying awaits cold weather. At lower lake ports business is in good shape. Shipments up the lakes from Buffalo have been heavy. Along the Atlantic seaboard there is a very fair movement of coal. Most of the shoal-water ports have their needs for the winter supplied. Retail trade at Philadelphia, New York and Boston is as good as should be expected.

The October prices for free-burning white ash coal f. o. b. New York harbor shipping ports are: Broken, $4; egg, $4.25; stove and nut, $4.50.—Engineering and Mining Journal.

LIST OF ADVERTISED LETTERS.

List of letters remaining unsalled for at the Scranton postoffice, Lackawanna county, October 23. Persons calling for these letters will please say advertised and give date of same.

Lyra H. Rimple, P. M.

Margaret Armstrong (2), Mamie Allen, Mrs. Frances E. Bonnell (special), E. Beemer, Nellie Brundage, Mrs. W. Brocker, Mary Bourge, William O. Bowerman, Elsworth Barner, George Bailey, Robert Bold, Ida Burdick, Mrs. John Butler, Leon H. Bossert, Lettie Brownell, Mr. Bussey, A. E. Bush (3), John Bogdon.

Frank Clark, Sec. Columbia Glee Quartette Club; Mrs. Cutter, Bertha Cover (2), John Conrad, Harry A. Caskey, Belinda Cawley.

John Dyle, Lawrence Downey, Jennie Derler, George Dansoviany, Clare Devitt, Barbara Dumlein.

Mary E. Everard, Rev. P. J. Flanagan, George S. Foster, The Grant Tool Co., F. W. Gate.

E. C. Hutchins, Frank Heyberling, Anna Hinkelo, Lizzie Horan, Patrick Horan, W. G. Hosey (2), G. W. Holmes, William Hanser, Frank Hallowell, C. Hinkley.

John S. Irwin.

J. Jones, Charley Jackson, William Jones, Mrs. B. W. Jury, Mrs. G. Jones, Mrs. T. E. Jones, Kelsey Jones.

Alfred Kiefer, Peter Kenny.

Mrs. William Leonard, John Lynch, Mary Loughran, Edith Lewis, H. Levy, J. Lewis, Clare Laning.

Moore & Co., Manila Cigar Co., D. P. Morgan, Clara Irne Morgan, Council No. 151, Jr. O. U. A. M., Burt Miller, Charles Matthews, William Malon, Madons Mfg. Co., Mrs. Gertrude Mates, George J. Maylan, Horace Miner, Jennie Marshall, Mrs. C. H. Moon, D. C. Moyer, Reibert Murphy, Mrs. A. H. Mansfield, Mrs. Mary Mead, Mrs. Sol. McSheddie, John McAllister, Lizzie McCormell, Mrs. A. McCormack, Mrs. Ellie McCormell.

Carl O. Northrup, Carl O. Northern, Charles Nelson.

M. O'Neill, Dorothy Osborne.

Annetta C. Quinnan.

Harry S. Palmer, Julius Paul, Will Pate, J. T. Porter.

Winifred Reilly, Mrs. M. Ruddy, Nicholas Roach, John Rehlamit.

Lilley Smith, Milton Scerfoss, Francis Smith, Sarah Scott, Miss E. Swanson, Charles Spencer, Mrs. H. A. Seamans, Springer Supply Co., A. E. Sinnel, C. H. Strong.

Textile Training School, Charley Tomsalah, W. Thomas.

Mr. and Mrs. Peyton Winfrey, James H. Welsh, W. H. Whalen, W. S. Walsh, Pond Williams, Rosilla Welsh, Mrs. Kate Wesley, Edward Wolcott, Miss B. Williams.

J. Zang, Alice S. Zimmerman.

West Scranton Station.

Miss Grace Brockway, Miss Nellie Burke, V. W. Guernsey, Rev. E. G. Heal, Miss Edna B. Kent, Miss Ines McHoilkin, H. C. Piper, Miss Maggie Young.

Sir Thomas Lipton Sails for Home.

New York, Oct. 22.—Sir Thomas Lipton sailed for home today on the steamer Celtic. His steam yacht, Erin, will sail at noon tomorrow.

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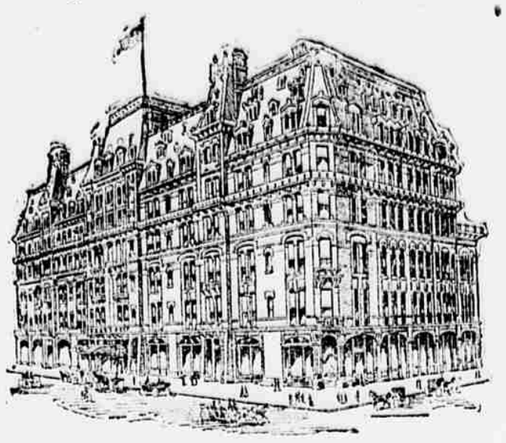

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Five-Day Excursion Tickets, sold at **Six Dollars**, are good going in the day coaches of any Lackawanna train on **October 22, 26 and 29,** and for return within five days, including day of sale.

$8==Ten-Day Excursion==$8

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