

INDUSTRIAL AND LABOR PAPERS FOR THE TRANSFER ARE SIGNED.

Postal Telegraph Company Is to Take Charge of the Lines of the Pennsylvania Railroad Company in the Near Future-Tidewater Terminal at Drum Point, Md.—The Board for Today—Soft Coal Shipments Have Reached Limit.

Vice President W. A. Baker, of the Postal Telegraph Company, yesterday, in New York, that the lease of the Pennsylvania Railroad company right of way has now been signed. The Commercial Advertiser says Mr. Baker states that if the telegraph company is now merely waiting the convenience of the railroad company before making the physical connection between the wires of the Postal Telegraph and the railroad telegraph system, but that it is probable that nothing will be done until next week. It is further stated that the 3,000 or more Western Union operators employed in the office transferred will be taken over by the Postal Telegraph company. The places of any of those who may not care to go over with the offices will be filled at once by others.

The story that the New York Central is now to order the Western Union Telegraph company off its lines is declared by railroad and telegraph men to be absurd. It is asserted that the conditions that exist on the New York Central lines are by no means the same as governed the lease with the Pennsylvania. The lease on the Pennsylvania lines east of Pittsburgh expired at one time, and the Western Union was given notice to vacate. The New York Central, it is declared, is tied up much stronger with the Western Union, having many contracts for various parts of its lines. To terminate one or perhaps, several of these leases would be useless. They have various terms still to run, but few, if any, are about to expire.

A Tidewater Terminal.

Following the rumors, based on the hearing activity, that the Gould interests were endeavoring to obtain control, comes the story that George J. Gould has determined to establish a tidewater terminal for the Washab system at Drum Point, Md. It is asserted that the Annapolis and Washington Short Line and the Washington, Annapolis and Baltimore railroads, Annapolis, the nucleus of a line between Baltimore and Drum Point.

Reports are current that surveys are being made for a Gould line between Pittsburgh and Baltimore. This proposed line, it is said, will extend from Pittsburgh to a connection with the Western Maryland, via Greensburg, Lathrop, Somerset, Bedford and Mustontown. This route to a certain point of the Cumberland Valley is the same as that traversed by the lines of the old American Rapid Telegraph company, now owned by the Western Union.

Today's D. L. & W. Board.

Following is the make-up of the Delaware, Lackawanna and Western board for today: SATURDAY, JULY 5. Summits West-6 a. m., Nichols. Pushers-7 a. m., C. Bartholomew; 11:45 a. m., Moran; 2:30 p. m., Murphy; 5 p. m., W. H. Bartholomew. Helpers-1:30 a. m., Lamping; 7 a. m., Gaffney; 10 a. m., Secor; 3:15 p. m., Stanton.

This and That.

An official of the Pennsylvania railroad company, commenting on the great increase in the soft coal business in May, as shown by the statement just published, said that he did not expect that the figures for June will show any great increase over those of May. "In May," he said, "we carried about all the bituminous coal we could. As all the available cars were in use, it will be difficult to increase the carrying. The heaviest tonnage ever used by any railroad are about to be turned out by the Pressed Steel Car company for the Monongahela Connecting railroad, for use in the Pittsburgh yards. The cars will weigh about thirty tons, and will have a capacity of 100 tons. The order calls for 100 of them, and when loaded, they will weigh, including their own weight, 130 tons. They are not for road use, as many of the railroad bridges would not support so heavy a dead weight.

Official circulars have been issued by the Delaware, Lackawanna and Western railroad announcing that on and after July 15 there will be a joint interchange of freight traffic between that road and the New York, New Haven and Hartford, via Hoboken and Harlem river station. This interchange arrangement also applies to all of the Sound steamboat lines.

PROTECTION WHICH PROTECTS.

Compiled for The Tribune by Walter J. Ballard. On a bearing upon the question whether protection affects wages one way or another the following letter from one of the leading potters in the United States is extremely pertinent: "There is probably no class of labor so wretchedly paid as the pottery employes of England and the Continent. A pottery workman from England, having certificates of good workmanship from several reputable pottery firms, applied to us not long since for a job. Said his average wages for week were \$7.50 when he worked full time, but he did not get work more than half the time; a respectable man with wife and four children. We employed him at \$15 per week, and now at piece work he earns easily \$20 or more, and one of his daughters in our decorating department earns \$5 or \$10 per week. Yet, in spite of the good wages paid by the United States potters, their wares are sold at astonishingly low prices."

It is an indisputable fact that because of the protective tariff duties laid upon importations of foreign china ware the prevailing rate of wages paid to potters in the United States is fully double the rate paid in Great Britain and fully three times the average rate paid in Continental potteries. Yet the current prices of American pottery are surprisingly cheap. The better paid American does better work and more of it than the poorly paid European potter. It is because of the high wages made possible by the tariff that he does better work and more of it. Take away the tariff on china ware and the wages of pottery employes would suffer enormously. Either that, or the potters of this country would be driven out of business. They could not compete with the lower payrolls of Europe. In a marked degree the rate of wages in every branch of American industry is influenced by the presence or absence of protection. With protection, wages are

maintained; without protection wages must go down.—American Economist.

"The annual consumption of iron in the United States is growing with a cumulative force. Fifty years ago it was 100 pounds per capita, two years ago 200 pounds, and last year 400 pounds per capita. Within twenty-five years it should reach 800 pounds. No one-twentieth of the inhabitants of the earth are comfortably housed, fed and clothed. The world is not finished. There are whole continents to be developed. There is plenty for all to do. Let everyone work who will. It requires a certain number of workers to produce the daily necessities of the people. Every additional producer put to work adds to wealth. When the price of iron is under control, the manufacturing nations will make such regular and uninterrupted progress as will astonish the world. Iron is the most valuable gift nature ever bestowed upon a nation. The owners of the great iron properties have an opportunity of untold wealth within their grasp. They may, by wise action, change a business which in the past has been followed by one or two years of profit, followed by seven or eight years of loss, into a business which will yield a profit. The act which puts an end to seasons of industrial depression will inaugurate an era of unexampled prosperity for the world."—George H. Hull, in Engineering Magazine, August, 1900.

The following table shows the receipts of the Western Union Telegraph company for the past fourteen fiscal years:

Table with 2 columns: Year and Receipts. Rows include 1889, 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902.

It will be seen that up to 1893 there was a constant increase. From 1893 to 1897 there was a decrease, while from 1897 there has been not only a recovery of the business lost during the Free-Trade, Willsonian period, but a very substantial increase. This great increase during the operation of the Dingley tariff, it must be remembered, has been gained in spite of an enormous advance in tonnage.

The United States does more telephoning than any other country in the world. It is interesting in this connection to compare the annual number of telephone messages in different countries. They were as follows, according to the most recent statistics:

Table with 2 columns: Country and Messages. Rows include Austria-Hungary, Russia, Germany, Great Britain, United States.

"Repeal the tariff and bust the trusts" is a Democratic slogan. But repeal the tariff and send the country to hades" is the way it would work.—Moravian Falls (N. C.) Yellow Jacket.

OUR INTERNAL COMMERCE

Special Correspondence of The Tribune.

Washington, July 4. THE MONTHLY summary of internal commerce, issued by the treasury bureau of statistics, sums up representative commercial movements for comparative periods of succeeding years. It reports that receipts of wheat at eight interior markets to the end of May in the current crop year reached a total of 311,221,967 bushels. Last year's receipts for the corresponding period were 304,082,067 bushels. All of this gain is to be credited to spring wheat sections of the country, there having been a decrease of nearly 20,000,000 bushels at the winter wheat markets compared with last year.

The largest gains were made at Duluth, Minneapolis and Milwaukee, all other markets, including Chicago, Toledo, St. Louis and Kansas City, falling short of the receipts of the previous year. Weekly shipments of flour at Minneapolis averaged 299,458 barrels for the first six weeks of this year, compared with 270,642 barrels in 1901, and 336,377 barrels in 1900. The trunk line shipments eastward from Chicago and Chicago points show the usual high average in provision shipments in contrast with continued shrinkage in the volume of grain and flour traffic.

Live stock receipts at five western markets in May amounted to 2,202,905 head, and for five months ending with May to 12,502,506 head, compared with 13,213,929 head in 1901 and 12,955,887 head in 1900. The receipts of hogs at Chicago alone for these five months were 5,899,346 head, and exceeded the entire receipts of any year at market prior to 1897. The growth of receipts of hogs at Chicago alone for this year at Chicago is shown by the fact that the number exceeded any entire year's receipts prior to 1888.

The main streams of traffic between the interior and the Atlantic seaboard consist of grain, flour and provisions, which reach tidewater at the ports of Boston, New York, Philadelphia and Baltimore. For this year, to the end of May, these four ports show arrivals of \$1,797,536 bushels, including flour and meal reduced to bushels. For the corresponding period of 1901, the receipts were 1,487,571 bushels. There has, heretofore, been a shrinkage amounting to 42 per cent. in this year's grain arrivals at the Atlantic seaboard for these four markets. Taking New Orleans and Galveston shipments combined for comparison with Atlantic seaboard receipts at Boston, New York, Philadelphia and Baltimore, there was a decrease at these Gulf ports from 50,229,139 bushels in 1901 to 30,086,709 bushels in 1902, or 40 per cent.

In the coasting trade, coal shipments are a prominent feature in the supply of Atlantic seaboard cities from the great tidewater ports of distribution. During April New York and vicinity shipped 87,410 tons to seaboard and river towns. Philadelphia sent 346,025 tons (two out of three leading carriers reporting), and Baltimore shipped 153,688 tons. Trade in the south and southwest may be best measured by comparison of the cotton, the lumber, the phosphate, the iron and the petroleum shipments. Receipts of cotton in sight for the first nine months of this crop year were 8,853,173 bales, thus exceeding the receipts of each of the two preceding years. The bulk of this traffic always moves to tidewater, and points out of the above total are the overland shipments were 1,077,052 bales and the southern mill takings 1,393,000 bales. This year's mill takings remain southern territory were the largest in the history of the cotton trade. Yellow pine lumber shipments from the southwest for four months ending with April of this year amounted to 870,867,108 feet; compared with 790,000,000 feet last year. In the south-

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THE MARKETS. Scranton Board of Trade Exchange Quotations—All Quotations Based on Par of 100. STOCKS. Lackawanna Dairy Co., Pr., 60 Bid. Asked. County of Luzerne Co., 300 500. First Nat. Bank (Carbondale), 550 550. Third Nat. Bank, 550 550. Dime Sav. Bank, 100 100. Economy L. H. & P. Co., 300 300. First National Bank, 150 150. Lack. Trust & Safe Dep. Co., 125 125. Clark & Snover Co., Pr., 125 125. Scranton Savings Bank, 100 100. Trustee's National Bank, 225 225. Scranton Bolt & Nut Co., 125 125. People's Bank, 125 125. BONDS. Scranton Packing Co., 25. Scranton Passenger Railway, 115. People's Street Railway, 115. People's Street Railway, General mortgage, due 1918, 115. Scranton Trac. Co., 6 per cent, 115. Economy L. H. & P. Co., 97. St. Jersey Water Supply Co., 105. Consolidated Water Supply Co., 105.

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Louis H. Isaac. 412 Spruce Street, 809 Lackawanna Avenue. Old Phone, 2331. New Phone, 2915.

Jonas Long's Sons. This News For Saturday. A Few Summer Essentials for SATURDAY. Women's White Waists. Comfortable in white, so say the women who are partial to it. This waist is finely made from good lawn, 4 rows of open-work insertion down front; cluster of tucks between rows of insertion and cluster of 8 tucks in back; straight corded collar. Price.... \$1.15. Men's Cotton Hose—A high-grade Half Hose, lisle finish, fine gauge and stain-less..... 12c. Women's Fancy Cotton Hose—A variety of colors in different widths, stripes, all sizes, and priced at..... 25c. Ribbons. 2 1/2-Inch, an All Silk Taffeta, 15c. All Silk Fancy Stripe, 4-Inch Robben, oxblood, pink, maize, etc., at 35c, value 45c. All Silk Fancy Stripe, Polka Dot and Bow Knot Ribbons, 3 1/2 to 4 inches wide, value 39c., now selling at 25c.

Books. "Those Black Diamond Men," by Gibbons. The Press speaks very highly of it. Priced at \$1.10. Other new books are "The Mississippi Bubble," Hough; "Madness of Phillip," Daskam; "Lysbeth," Haggard; "Bylowe Hill," Gable; "Audrey," Johnson.

Boys' Clothing. Boys' and Children's Straw Hats, narrow and wide rim sailors; come in white and colors. Beach Hats made of duck, colors are red, white, tan and blue. This hat is very light weight and will prove to be comfortable. Priced at 25c. Boys' Waists—A large assortment of White Waists; many trimmed with embroidery; sailor collars; others are trimmed with insertion; all are reduced; sizes 3 to 8 years. Price begins at..... 39c. Boys' Brownie Overalls—Buy a pair and turn your boy out in the back yard with a set of garden tools and let him play to his content, it will do him good and you will have less washing to do. Sizes 3 to 14 years..... 25c. Boys' Wash Suits in several pretty colors, come well made and trimmed; pants have good strong waist bands, priced at..... 50c.

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