INDUSTRIAL PROGRESS.

Bricks adapted for ordinary building purposes are made in England from the refuse of the coal mines.

A machine which performs the operations of rolling, sowing, and harrowing simultaneously has been invented in Dublin.

Springfield, Ohio, has a new paper-mill for which quantities of straw are purchased that would otherwise be almost valueless.

M. de St. Lorent, a French photographer, has invented a process by which he claims to have reproduced landscapes in colors which nearly approach those of nature.

Titusville, Penn., has 11 petroleum refineries, and from the progress made in the past few years, she expects to be eventually at the head of that branch of the oil industry.

The East Indian Government has given employment to people in the district threatened with famine, and in this way has already succeeded in irrigating 120,000 acres of land.

The citizens of German birth in Dayton, Ohio, are taking steps to establish a Savings and Industrial Association for the purpose of assisting industrial enterprises and promoting new ones.

The gradual change in the course of trade which the Union Pacific Railroad is effecting is further indicated by ten car-loads of coffee having recently been sent from San Francisco to Chicago.

Shale, which is found in immense quantities on the line of the Union Pacific Railroad near Green River, and about 200 miles from Cheyenne, yields 30 gallons of oil to the ton. It burns freely, and can be used as fuel in making the oil.

A company has been formed in France to attempt the utilization of the power of the tides. The first experiment will be made in the neighborhood of St. Malo, where there is a rise of nearly 80 feet, the water overflowing many miles of flats.

Dubuque, in Iowa, has a Manufacturers' Aid Association devoted to promoting the prosperity of that city by diffusing information about it and holding meetings for the discussion of local interests. Similar societies in other places would likewise do good.

Nashville is now abundantly supplied with fuel from the great coal fields of Western Kentucky mainly by one company, which began business three years ago, and has done so well as to establish a town of 1,200 inhabitants and produce 100,000 tons of coal annually.

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900	76¾	300	61	1,800	35
800	76⅝	600	61¼	200	b3. 35⅛
900	76½	200	61⅜	300	b3. 35⅛
3,300	76⅝	100	b3. 61¼	2,700	35⅛
800	76¼	100	61⅜	St Paul	
800	b3. 76¼	100	61¼	400	48⅜
400	76⅛	Lake Shore		300	b3. 48¾
300	76	900	80½	300	48⅜
700	c. 76⅛	400	80⅝	300	48½
500	b3. 76¼	1,400	80¾	St Paul Pref	
N Y C & Hudson		900	80⅞	300	72¼
200	c. 103	1,000	80¾	200	72⅛
700	103⅛	900	80⅞	400	72
200	103¼	900	80¾	100	b3. 72¼
900	c. 103½	2,700	80⅞	Ohio & Miss	
100	c. 103½	2,100	80¾	300	34¼
100	s3. 103⅛	500	80½	300	34⅜
500	b3. 103¾	1,000	c. 80	C, C & I C R	
Pacific Mail		200	c. 80⅛	200	31⅞
500	42½	600	80¼	200	b10. 31½
200	42⅝	1,000	80¼	400	31½
1,000	c. 42½	1,000	80⅛	Toledo & Wabash	
100	42¾	2,300	80⅛	300	54⅛
200	42⅝	1,000	80¼	400	54⅛
Western Union Tel		500	c. 80¼	700	54
200	76⅝	1,000	80⅛	200	53⅞
1,200	76¾	200	80⅛	100	53⅞
400	76⅝	500	80⅛	100	54
700	76½	100	80⅛	100	b3. 54⅛
300	76⅞	Erie Railway		100	c. 54⅛
700	76¾	100	c. 49¼	400	54⅛
400	76¼	Lake Shore		100	54
Harlem		500	c. 80¼	Del, Lack & W	
100	125	100	b3. 80⅜	80	100½
N Y C & Hudson		100	s3. 80¼	200	c. 101
200	c. 103¼	300	80¼	200	100⅞
100	103½	500	80⅛	600	b3. 101
200	103¾	1,000	80⅛	100	101¼
200	s3. 103¾	500	c. 80⅛	200	b2. 101¼
200	c. 103¾	1,000	80⅛	Chicago & Alt Pref	
100	103⅞	1,000	b3. 80⅛	50	111
100	s3. 103¾	North Western		N J Southern	
200	103⅞	200	61¼	100	7¼
100	b3. 103¾	200	61	100	7
Harlem		100	b3. 61⅛	100	b. 7
100	125	100	61⅛	100	b. 7
N Y C & Hudson		100	b3. 61⅛	N Y N H & Hart R R	
200	103¾	100	61⅛	50	129½
200	103⅞	100	61¼	10	129
100	103⅞	1,000	61⅛	Han & St Jo	
200	s3. 103¾	1,100	s3. 61¼	100	32⅞
200	103¾	1,000	61¼	200	32⅞
Lake Shore		1,400	61⅛	200	b. 32⅞
500	b. 80¼	200	b3. 61⅛	100	32⅞
100	s3. 80¼	400	61⅛	100	32⅞
1,000	80¼	700	61¼	Han & St Jo Pref	
3,100	80	500	61⅜	100	41½
1,900	79⅞	North Western			
500	b3. 80	100	61⅜		
200	80⅛	200	61⅜		
200	s3. 80	100	61⅜		
600	80	300	61⅜		
300	80⅛	100	61⅜		
100	80¼	500	61⅜		
500	80¼	100	b3. 61⅜		
400	80⅛	100	c. 61⅜		
40	42¼	100	61⅜		
N Y C & Hudson		100	c. 61⅜		
500	b. s3. 103¼	100	61⅜		
400	c. 103⅛	100	61⅜		
700	b3. 103½	100	61⅜		
200	103¾	100	61⅜		
500	s3. 103⅞	100	b3. 61⅜		
700	s3. 103¾	100	c. 61⅜		
500	103½	100	61⅜		
Erie Railway		100	61⅜		
100	49¼	100	61⅜		
Lake Shore		200	61⅜		
100	c. 80⅛	100	61⅜		
100	b3. 80⅜	100	61⅜		
400	s3. 80¼	100	61⅜		
300	80⅛	100	61⅜		
500	c. 80	100	b. 61⅜		
1,000	80	100	b3. 61⅜		
100	b3. 80⅛	100	61⅜		
300	80⅛	100	61⅜		
500	80⅛	100	61⅜		
1,900	80⅛	100	c. 61⅜		
300	c. 80⅛	100	61⅜		
100	80⅛	100	61⅜		
1,000	80⅛	100	61⅜		
2,700	80⅛	100	61⅜		
300	80⅛	100	61⅜		
100	80⅛	100	61⅜		
500	80⅛	100	61⅜		
400	80⅛	100	61⅜		
700	c. 80⅛	100	61⅜		
Harlem		100	61⅜		
600	b. s3. 125	100	61⅜		
Mich Central R R		100	61⅜		
100	86	100	61⅜		
Clev & Pitts Guar'd		100	61⅜		
100	b. 88½	100	61⅜		
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80	100½	100	61⅜		
10	b c. 101	100	61⅜		
		100	61⅜		
		100	61⅜		