SECOND PART.

THE PITTSBURG DISPATCH.

PAGES 9 TO 12.

PITTSBURG, SATURDAY, JANUARY 31, 1891.

DIFFERENCE IN COST

Of the Improvement of the Rivers and Purchase of the Railroads.

THE FIRST AN EASY TASK

Compared to the Complications Sure to Follow the Other.

NOT A SOCIALISTIC ENTERPRISE,

But One That Would Encourage Competition and Individualism.

EFFECT ON IRON, COAL, GRAIN AND OIL

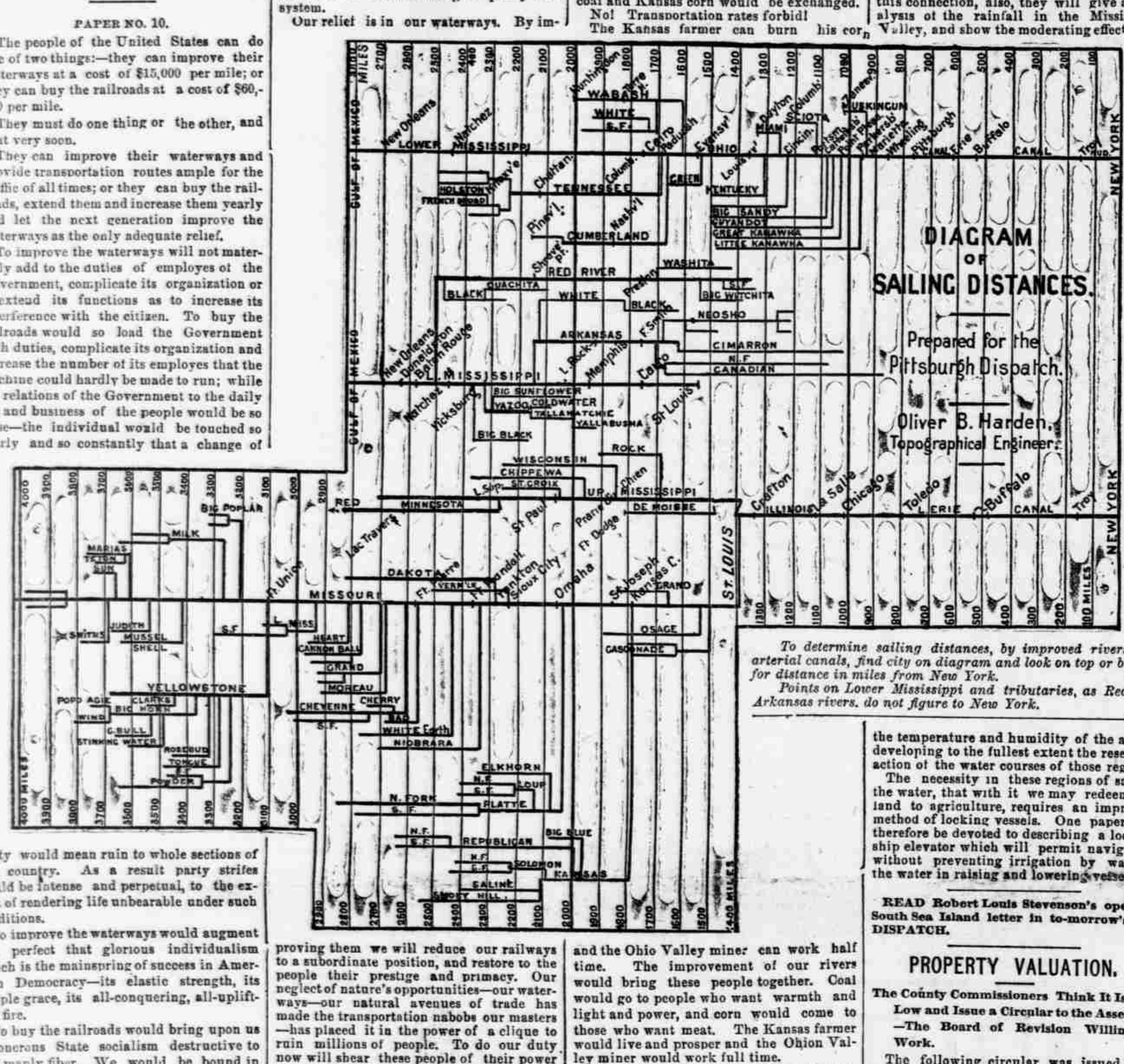
PAPER NO. 10.

The people of the United States can do one of two things:—they can improve their waterways at a cost of $15,000 per mile; or they can buy the railroads at a cost of $60,000 per mile.

They must do one thing or the other, and that very soon.

They can improve their waterways and provide transportation routes ample for the traffic of all times; or they can buy the railroads, extend them and increase them yearly and let the next generation improve the waterways as the only adequate relief.

To improve the waterways will not materially add to the duties of employes of the Government, complicate its organization or so extend its functions as to increase its interference with the citizen. To buy the railroads would so load the Government with duties, complicate its organization and increase the number of its employes that the machine could hardly be made to run; while the relations of the Government to the daily life and business of the people would be so close—the individual would be touched so nearly and so constantly that a change of party would mean ruin to whole sections of the country. As a result party strifes would be intense and perpetual, to the extent of rendering life unbearable under such conditions.



To determine sailing distances, by improved rivers and arterial canals, find city on diagram and look on top or bottom for distance in miles from New York.

Points on Lower Mississippi and tributaries, as Red and Arkansas rivers, do not figure to New York.

To improve the waterways would augment and perfect that glorious individualism which is the mainspring of success in American Democracy—its elastic strength, its supple grace, its all-conquering, all-uplifting fire.

To buy the railroads would bring upon us an onerous State socialism destructive to our manly fiber. We would be bound in fetters, cribbed in iron vaults, our individualism destroyed, our progress hampered beyond conception.

Individualism in democracy is American, a wonder-working genius.

State socialism is Chinese—lead wings for the eagle.

It may be argued we do not hang on the horns of this dilemma. We do.

Seventy years ago Webster said of the then new law of succession in France that the Government must change the law or the law would change the Government. The French Republic proclaims the foresight of the American statesman.

No Websterian foresight is needed to see that our people must change transportation methods, or the transportation methods will chain the people.

What! Are we to see the people taxed $400,000,000 a year that 40 railroad nabobs may have incomes of $10,000,000 each?

To this measure is it come! Every dollar of increase in the fortunes of these nabobs is represented by a dollar of depreciation in the value of the farmers' lands. Charging "what the traffic will bear" has been rather severe on farmers, who have seen their lands shrink in value and their debts increase.

The people are robbed, the few are made dangerously wealthy. The past 30 years have witnessed a most extraordinary concentration of wealth in these United States.

A few families have become affluent by the increasing value of city property; a few bankers and merchants, have piled up millions by increasing devotion to trade. This happens everywhere and can be guarded against only by a law of succession, such as that of France. A few manufacturers have made great fortunes, while building up our industries, with the consent and approval of the people. Inventors have produced ideas which have added enormously to the wealth, comfort and productive power of the people at large, and have reaped considerable profits, as they deserved to do.

But none of these people have enriched themselves by making other people poorer. All the fortunes in the above category are trivial compared to the great sums of money accumulated by the transportation nabobs.

Here is the bald comparison. On the one hand are the transportation nabobs, enormously, dangerously wealthy; on the other hand are our farmers, who have employed and been robbed by them, grown poorer and poorer with every passing year.

The men who have carried the freight have "charged what the traffic will bear"; the farmers, who furnish the traffic, have seen their profits dissolved in the water of the corporations.

Within 30 years the transportation nabobs have grabbed one-fourth of the treasure of the nation; and the farmers' lands have shrunk in value an equal amount.

It is futile for sophistry to endeavor to veil the facts with fine phrases. The people cannot be fooled. They have paid too well for their knowledge.

They see that the farmers, the mass of the people, have lost their money.

They see that the railroad and transportation nabobs have got it.

What can be done about it? Indolence may suggest that we let things go; allow the inequality to increase until the nabobs own everything and the people nothing; until we have become a nation made up of a few princes and a world of paupers; that we drift into a bastard feudalism, lacking the manly and charitable features of its mediæval namesake; until the plaint of the poet of "The Deserted Village" becomes the wail of our once fair country:

Ill fares the land, to hast'ning ills a pray,
Where wealth accumulates and men decay.
Princes and lords may flourish, or may fade,
A breath can make them, as a breath has made;
But a bold peasantry, their country's pride,
When once destroyed can never be supplied.
Ye friends to truth, ye statesmen who survey
The rich man's joys increase, the poor's decay.
'Tis yours to judge how wide the limits stand
Between a splendid and a happy land.

Dishonesty may tempt, in sophistical propositions, to "resume" or appropriate the railroads, after the Henry George plan—steal them, in plain English, as he proposes we should "tax" the land.

Propositions emanating from confused, impotent or dishonest minds will never find ear with us. The United States will never impair the validity of a contract. We are not a nation of rogues, whatever fine specimens of that kind we may turn out. Neither are we a nation of do-nothings.

We will adopt one of two courses; in the last resort, every other measure failing, we would buy the railroads and operate them for the public good, as nearly as we could, assuming the tremendous burden on our means and the awful strain on our political system.

But this desperate chance will not come.

A wide open way is before us, and we need but walk therein to escape the evils of our present state without incurring the risk incident to a radical change of policy and system.

Our relief is in our waterways. By improving them we will reduce our railways to a subordinate position, and restore to the people their prestige and primacy. Our neglect of nature's opportunities—our waterways—our natural avenues of trade has made the transportation nabobs our masters—has placed it in the power of a clique to ruin millions of people. To do our duty now will shear these people of their power and make them our fellow laborers.

With highly developed railway transportation facilities and undeveloped water transportation routes, the waterways feed the railroads. The resources of nature and the labors of the people all go to enrich the railroads. They command, and all other things and people are subordinate to them.

To develop our water routes, make them navigable to the fullest possible extent, and connect them by great arterial canals, will make the railroads the feeders of the waterways, restore to the people sovereign power and prosperity, and reduce the inequalities of wealth.

Then the resources of nature and the industry of the people will enrich the people and not a few.

This will follow when the development of our waterways enables a man with $5,000 to become a common carrier, where to-day a thousand times that sum is not sufficient capital. This will follow cheap water transportation, bringing widely separated regions into cheap exchange, and establishing trade and competition between regions now entirely cut off from intercourse.

Let us see how this would work in particular instances. New England and the East are to-day in the clutches of the Anthracite Coal Combination—cut off from the boundless coal measures of the Ohio Valley, as though on another planet. Her manufacturers and families pay $5 a ton or more for coal. Given 20 feet of water between Pittsburg and the Hudson river, and ships will load coal at the mine's mouth, and lay it down on the wharves of Bangor, Boston, Fall River, Providence, Bridgeport, Hartford, New York, Syracuse, Rochester et al, for less than half what these places now pay.

Thus the Anthracite Coal Combination would be broken, the people east of the mountains rescued from a villainous extortion amounting to $50,000,000 a year, and the demand for Monongahela coal increase 200,000,000 bushels per year.

Such items as the following would cease to appear:

REGULATING COAL PRODUCTION.

Sales Agents Hold a Meeting at New York and Take Action.

NEW YORK, Jan. 14.—The sales agents of the coal-producing companies met to-day and were in session about two hours. No official information could be obtained in regard to the results arrived at, but it is stated that after a full discussion of the condition of the trade, it was decided to arrange monthly productions on the basis of a production of 37,000,000 tons for the year, and to continue the percentages that were in force during the past year.

The saving to the people east of the Allegheny Mountains, in coal bills alone, will in six months pay for the canal from Pittsburg to Lake Erie. In four years it will pay for an open waterway 20 feet deep from Pittsburg to New York; and in six years will pay for the route from New York City to the head waters of the Missouri.

It was the perception of this grand opportunity, and the desire to divert the profits therefrom arising, away from the people and into their own pockets, that led the Standard Oil monopoly to dispatch their ablest engineer and most trusted agent, W. P. Shinn, to buy the Monongahela coal field, immediately after the Pittsburg and Erie Ship Canal was broached and the American Society of Civil Engineers had taken under consideration the creation of a navigable waterway 20 feet deep from Buffalo to New York City.

The effect on the iron and steel business would be almost equally marked. The competition of the mills at Steelton, Sparrow's Point, and other Eastern points, when aided by railroad tariffs on our products, will prevent us from sending a rail or a bar east of the mountains. Water transportation, together with our cheaper ore and fuel, will put us on equal footing. We can sell our metal in any port on the Atlantic or any of its rivers. Yes! right in Baltimore, to the neighbor of the Sparrow's Point mills.

Free navigation will redeem the oil business. Tank steamers will load crude or refined oil right in the heart of the oil country, the independent oil producer will have as good and as cheap an outlet as any competitor, and the Standard Oil Monopoly, which exists by virtue of its control of the pipe lines, will become a legitimate business enterprise, competing on even terms.

Let us see how the grain trade would be affected. The cost of transferring grain from the farmer in Kansas or Nebraska to the consumer in the East, or putting it afloat in New York, is from 20 to 30 cents per bushel. The development of our water routes would save freight and elevator charges to an average amount of 15 cents per bushel. This gain, or half this gain, means the gain of independence to the Western farmer.

There is yet another aspect to the question. At this moment corn is 60 cents in Pittsburg, 60 cents in New York, 50 cents in St. Louis, and probably 30 cents in Kansas. Coal is worth 5 cents a bushel in Pittsburg, 20 cents in New York, and 40 cents in Kansas. It would seem that Pittsburg coal and Kansas corn would be exchanged.

No! Transportation rates forbid!

The Kansas farmer can burn his corn and the Ohio Valley miner can work half time. The improvement of our rivers would bring these people together. Coal would go to people who want warmth and light and power, and corn would come to those who want meat. The Kansas farmer would live and prosper and the Ohion Valley miner would work full time.

These things cannot be considered narrowly. We cannot help one section only. Every sod turned in the Missouri Valley makes a pulse leap in the heart of Eastern business.

New England cannot grow cheap grain; but her farms are peculiarly well watered and adapted to stock and dairy farming. Cheap water transportation, giving her cheap grain, would build up her stock and dairy industry, repeople her healthy hills and vastly widen the grain market. Under such conditions New England would export great quantities of meat and dairy products. Her market for hides she does not look abroad for.

The great copper-producing districts are Montana and the Lake Superior district. The great copper and brass mills are, with few exceptions, in Connecticut. The development of waterways giving cheap connections between these widely separated regions would reduce by one-tenth the cost of brass and copper goods.

In 1890 the world produced about 300,000 tons (2,000 lbs.) of copper. We produced 136,255 tons; 61,475 tons coming from Montana, of which Anaconda yielded 32,023 tons. Lake Superior produced 49,785 tons, 29,500 coming from Calumet & Hecla.

If Montana had water transportation to the Atlantic by an improved Missouri, and the great arterial canals, the saving in freight on her East-bound copper would be not less than $1,000,000 yearly—enough to pay for 35 miles of first-class river improvement; while the saving in freight on the manufactured product from the Eastern mills to the consumers would be half as great. The saving on 187,000 tons of lead would equal that on copper; and the saving on 68,000 tons of zinc would be no mean figure.

It is probable that the saving in freights on copper, lead, and zinc and their manufactures would exceed $5,000,000 annually, which seems a great sum. But how small does it appear when we try to imagine the effect of the saving on the 17,300,000 tons of domestic and 2,800,000 tons of imported iron ore, and the iron and steel produced therefrom, more than one half of which would have found a market along the line of our great river system; on the tens of millions of tons of coal, and the hundreds of millions of tons of agricultural products.

Why do not the cotton growers of the lower Mississippi sell their bales to the cloth-wearers of the upper valley? Why does the fiber go to New England, and the cloth, the cotton, and the goods in which they are paid for make the circuit of the country instead of following the short, straight line from producers to consumers? Because so long as our rivers are unimproved the longer is the cheaper way.

The same is true of wool and woolens. Transportation charges compel unnatural and expensive courses.

Given water transportation and St. Louis ought to be the center of the woolen and cotton trades, because located at the intersection of the roads connecting the people who grow the fibers and the people who must wear the fabrics.

To enumerate all the phases of this question would be to discuss the business of every village and every man in the United States, and then to treat of foreign countries. Let those interested figure it out for themselves. Let them determine sailing distances, as given in the diagram, to their markets, and then calculate the difference between water transportation at 1 or 1½ mills per ton per mile and what they now pay. The result will make every man who will do so a believer in, and an advocate of, the improvement of our rivers to the fullest extent, to rob them of their destructive power, and at the same time to create a system of navigable waterways free to all the people.

The main object of these papers has been to make clear to the people of the Mississippi Valley that their interests are one; that what will benefit the people of the extreme headwaters of the tributaries will also benefit the dwellers of the bottom lands; that the measure desirable to add to the wealth of the one section are necessary to preserve the lives and property of the other. Although these people are separated by vast distances; live in different climates; follow different pursuits; their interests are united.

Owing to the labor necessary to prepare these papers and also to give time for consideration of what has been printed the publication of the next papers will be deferred for some weeks. Later it will be shown that the interests of the Pacific States are closely linked to those of the people of the Mississippi Valley and that the improvement of the waterways of the Mississippi Valley is a necessary part of the Pan-American plan of building up the commercial intercourse of the republics of this continent.

It will also be shown that in the arid regions of the West, irrigation and navigation must go hand in hand; that the same measures will provide the water necessary to grow the crops and the means to give them carriage when they are harvested. In this connection, also, they will give an analysis of the rainfall in the Mississippi Valley, and show the moderating effect upon the temperature and humidity of the air, of developing to the fullest extent the reservoir action of the water courses of those regions.

The necessity in these regions of saving the water, that with it we may redeem the land to agriculture, requires an improved method of locking vessels. One paper will therefore be devoted to describing a lock or ship elevator which will permit navigation without preventing irrigation by wasting the water in raising and lowering vessels.

READ Robert Louis Stevenson's opening South Sea Island letter in to-morrow's big DISPATCH.

PROPERTY VALUATION.

The County Commissioners Think It Is Too Low and Issue a Circular to the Assessors—The Board of Revision Willing to Work.

The following circular was issued from the County Commissioners' office yesterday:

There appears to exist with some people, in various parts of the county, a doubt as to whether assistant assessors are to be elected at the election to be held on the third Tuesday of February, 1891. We wish to state for the information of all persons interested, that under the existing law, no candidate for the office of principal Assessor should be voted for at the coming election in boroughs, townships and cities of the third class. But two assistant assessors shall be elected in all wards, townships and boroughs, except Braddock borough, Homestead borough, Millvale borough, Tarentum borough, Wilkinsburg borough. In cities of the second class, there should be elected one principal and two assistant assessors.

From reports on file in this office it appears that a great inequality of valuation is shown. In some districts too low a valuation is on the records, while in many other districts the most glaring inequalities are found. In order to correct this condition of affairs, and in its stead to have a just, true, equitable and legal valuation for taxable purposes, men should be elected as assistant assessors with a view to this end. It is very important that the assistant assessors should be men possessed not only of local interests, but also be citizens of good judgment. While there are some such men on the various Boards of Assessors, there are not enough. The equities of the case demand that radical changes be made in the county valuations at the next triennial assessment.

It is the desire of the County Commissioners to assist the Board of Assessors all that lies in their power in the performance of their difficult duties. With this object we have prepared lists of sales for the two years past, of property in the different districts, together with the prices paid, for the use of the respective Boards of Assessors, who, we trust with this as their guide in making the triennial assessment during the fall and winter months of this year, will be able to make the best assessment yet returned to this office.

Inequalities have heretofore prevailed, to-wit: The valuation in some districts is not more than 50 per cent of the real value, while in others they run 60, 80 and 100 per cent of the real value. This is owing altogether to the fact that the Board of Revision has not in this county sufficient time to revise and adjust the returns of the different Boards of Assessors; and if the Boards of Assessors will follow closely and to the letter the instructions given under the different acts of Assembly, it will obviate the necessity of the Board of Revision increasing the return made by any Board of Assessors, which certainly will be done when it appears that the returns are not in conformity with the acts of Assembly and the information furnished. A hearty co-operation on this basis by all Boards of Assessors will prove to be a real benefit to the vast majority of the taxpayers of the county.

WOMEN wage workers receive attention at the hands of Bessie Bramble in THE DISPATCH to-morrow.

THEY MUST WORK NOW.

Buttner and Hughes, the Divorce Paper Forgers, Sentenced to Imprisonment.

NEW YORK, Jan. 30. — William H. Buttner and William D. Hughes, convicted of forging divorce papers, were sentenced in the Court of General Sessions this forenoon by Recorder Smyth.

Hughes was sentenced to five years' imprisonment, and Buttner to seven years at hard labor.

FAILED FOR $600,000.

The Winona Paper Company, of Holyoke, Suspends Payments.

SPRINGFIELD, MASS., Jan. 30.—The Winona Paper Company, of Holyoke, has suspended payment. The liabilities amount to nearly $600,000.

The company claims that its assets amount to considerably more than its liabilities.

READ Rudyard Kipling's third Letter on America in To-Morrow's Dispatch.

THE BOTTOM POINT.

Prices on All Kinds of Iron Touch Almost the Lowest Spot on Record.

NO REACTION IN PROSPECT.

The Local Situation Now Presents Many Serious Conditions.

LOOKING FOR A SOLUTION OF IT.

A Number of Heavy Contracts for Some Pittsburg Companies.

INCREASING THE CAPACITY OF MILLS.

The close of the month of January finds the local iron and steel trades confronted with many serious conditions. The productive capacity of the country is far beyond the present demand, and, as a consequence, prices on every grade of raw or manufactured iron and steel are down to almost the lowest point ever known. This is especially true of pig iron and steel rails, and the most discouraging feature is that there is likely to be no reaction in prices, at least during the remaining months of this winter. Though the production of steel rails has been greatly reduced in Pittsburg during the last six weeks, it is still far beyond all requirements.

The formation of the Steel Rail Makers' Association in the East last week, having for its object the regulation and division of the output among the different mills, may relieve the trade somewhat, but owing to the refusal of the Carnegie and the Illinois Steel Company, the two largest producers in the country, to enter, the success of the association is doubted. The best evidence of the abnormal depression in this branch of the trade is the shutdown of the four mills of the Illinois Steel Company, all of which have been idle since January 1, and it is expected that none of them will resume again before February. The Edgar Thomson Works will also close down in about a week, to remain closed for repairing, which will last about a month.

The Pig Iron Situation.

Among pig iron producers the situation is no brighter than in the steel rail trade. Among the local furnaces 23 furnaces are in blast, casting about 4,200 tons daily and four are out of blast—furnaces A and D at the Edgar Thomson plant at Braddock, one stack at the new furnaces of the Monongahela Furnace Company near McKeesport and one stack at the Isabella plant near this city. The reason of the activity among Pittsburg furnaces in the face of the general dullness is the fact that all the iron produced in this vicinity is consumed at the various mills of those who produce it. There is quite a large stock of pig iron held at the different furnace and storage yards in and about the city awaiting a rise in prices for disposition.

There is no change whatever in the condition of affairs among the Mahoning and Shenango Valley furnacemen, though many persons in a position to know declare that the railroads are beginning to show signs of weakness. The furnacemen in the valleys have reorganized the old association into a new one under the name of the Mahoning and Shenango Valley Iron Manufacturers' Association, and will include every mill and furnace in the two valleys. What this shut-down means to the trade is shown in the fact that at the first of the year the productive capacity of the two valleys was 26,000 tons per week.

The result has paralyzed business within a radius of 100 miles of Youngstown. Almost all the men employed in the limestone quarries in that vicinity have been discharged and are now idle. The different railroad companies entering the two valleys have thousands of empty cars idle, and many of their brakemen, engineers and firemen are seeking employment elsewhere. The idleness among the furnaces has further caused a decrease in the demand for coke.

Operators Are Standing Firm.

There is no change in the strike between the miners and operators along the Monongahela river. The operators declare most positively that they cannot and will not pay the ½ cent advance asked for. The shipments during 1890 were the largest in the history of the trade, and the consequence is that stocks of coal are extremely large at Southern ports, and Monongahela river coal can be bought on the flats at Cincinnati as cheaply as it can be bought here in Pittsburg.

The mine owners further declare that the miners are being illy advised; that the walking delegates and master workmen are continually stirring up strife in order to attach importance to their position as the leaders of the strikers and afterward as the instruments of peace, and that the miners fail to recognize the fact that Pittsburg does not hold supreme sway over the Southern markets, as in years gone by, but it must enter into active competition with Kanawha, Kentucky, Tennessee and Alabama coal. On the side of the strikers their leaders maintain that the men are more determined than ever; that they are more united and better equipped to go through this strike than they ever have been, and nothing less than 3½ cents per bushel will satisfy them.

The miners further assert that the bill now pending in the Legislature for the creation of an examining board of mining experts, and that all miners must pass a satisfactory examination and receive a certificate of efficiency before eligible to work in a mine, will prevent the operators from securing Hungarians. Up to the present writing there has been no suffering among the miners for lack of food or clothing. They went into the struggle prepared for a long siege, and any aid that may be needed will be furnished from the general defense fund.

Increased Demand for Coal.

The changes among mills from gas to coal is progressing slowly, caused by the insufficient mill sidings, and the time and money which are necessary to build receptacles for the coal. Up to the present there are 24 mills out of the 36 mills in the city wherein coal is wholly or partially used. The change is principally in puddling furnaces and will increase the consumption of coal about 2,500 tons every day. There is also quite a heavy demand for slack coal for use in gas producers and other devices for fuel making.

At Lindsay & McCutcheon's mill there has been a periodical shortage of coal owing to the miners' strike. Such has been the case at J. Painter Sons & Co.'s mill in the West End and 300 men were idle temporarily. At this latter mill about 50 furnaces are now using coal and 26 others, together with all the furnaces in the heating department are being supplied with gas. The trestle work for the coal dump at this mill is now being built. At the lower Union Mill of Carnegie, Phipps & Co., on Twenty-ninth street, on the 28th inst., five heats were made in one turn for the first time in three months. Orders at this mill are not very plentiful. At the Thirty-third street mill operations were resumed on the 26th inst. after a suspension of six weeks. The firm was experimenting with the Lima crude oil at one of the furnaces in this mill, similar to the process tried at Painter's mill, but the return of a full supply of gas prevented a completion of the experiment.

At Park Bros. & Co.'s mill the shortage was at one time very serious, the full working force of 1,200 men being at times idle. Many of the departments were shut down for repairs last week. Coal is to be tried in eight of the puddling furnaces as a reserve. At the Pennsylvania Tube Company new furnaces were built and are adapted to use fuel gas. Producers were also constructed without interfering with operations.

Resorting to Fuel Gas.

A number of furnaces are running on fuel gas manufactured from coal, and recently 150 tons to each heating furnace was heated with this fuel in 24 hours.

It is reported that a company with a capital of $200,000 has purchased a site in the Twenty-third ward, this city, on which to construct a plant to produce iron for crucible steel by the Adams direct process, the capacity to be 60 tons per day. The Latrobe Steel Works has adopted the Adams direct process for making open hearth steel for locomotive tires. They are having constructed at Youngstown a tire mill, which will roll tires from the size of the largest locomotive to that of a small car wheel. The mill weighs 100 tons, contains seven hydraulic cylinders, and will be driven by a pair of 1,400 horse-power engines.

The strike inaugurated some weeks ago at the works of the Braddock Wire Company is still in force, and, at present, appears to be no nearer settlement than when it was first enforced. The men claim it is not continued solely for the reinstatement of the two discharged rail workers, but also to obtain recognition of the Amalgamated Association Committees by the management. The strike at Baker's Chain Works at last accounts was still on. Twenty-five furnaces are idle on account of it, and the boys who are out for an advance of 20 cents a day, declare they will not return without the advance.

Strikers Were Not Sustained.

The Millvale Iron Company started in all departments after two weeks' shut down. The strike was not sustained by the union, and new men were secured at Carrie Furnace No. 1. The three old style hot-blast stoves, which are in use at present, will be replaced with a similar number of Massock & Cooke's make. At the Homestead Steel Works they are now turning out steel plates for 16 new boilers for two blast furnaces built by the Radford Crane and Iron Company, Virginia. Riter & Conley, of this city, have secured the contract for making the boilers, which will be each 32 feet long and 42 inches in diameter.

At the works of the Lewis Foundry and Machine Company they are building a 150-ton Tallman wire rod mill for the United States Steel Company, of Jackson, O. The Lewis firm has also shipped to the Roanoke Iron Company, of Roanoke, Va., a 50-ton squeezer and a large shear. William Fisher's engine, foundry and machine works has secured a contract for a crusher and nine-foot grinding pan for a local brick-making firm. They just shipped two similar pans as the above to the Crescent works, on the Baltimore and Ohio Railroad. Wilson, Snyder & Co. have been awarded the contract for building two 10,000,000-gallon pumps for the Cincinnati Water Works. Riter & Conley have secured the contract from Richard Heckscher & Sons, of Swedeland, to build their No. 2 furnace, which will be 15½ feet by 80 feet, and erected at Swedeland.

The Totten & Hogg Iron and Steel Company is furnishing, besides other equipment for the Westerman Natural Gas and Iron Company, at Marion, Ind., a large double lever plate shear. The local company is also turning out a number of steel castings for drawbridge construction at Memphis and other Southern points, as well as stocking up on their stone crushers, anticipating a heavy demand next season.

Big Orders for Local Firms.

H. K. Porter & Co. are ready to ship for the United States Government, for use on the Mussle Shoals Canal improvement in Alabama, in towing barges through the canal, two Forney style locomotives, 48 inches gauge, and named respectively "Yankee" and "Dixie." J. R. Witherow & Co. have contracts on hand for the construction of nine new blast furnaces, all at different points in the South, and all of the material for the construction of which will be supplied from this market.

The following is a partial list of orders received by the Westinghouse Machine Company: For compound engines, one 200-horse power, for New York, Cincinnati and St. Louis each, and two 200-horse power for Newark, N. J.; two 150-horse power for Detroit; one 150-horse power for Gifford, Ark.; one 100-horse power for New York and Galveston; one 80-horse power for Media, Pa.; two 65-horse power for Bryn Mawr, Pa.; two 50-horse power and one 35-horse power for shipment to Australia. For Standard engines, one 250-horse power for Michigan City, Ind.; one 100-horse power for West Croton, Mass., and one 45-horse power for Germany. For Junior engines, one 75-horse power for New Cumberland, W. Va., and two 50-horse power for Walls station. The aggregate sales for the month of December were 47 engines, with a total horse power of 3,530. The sales for the entire year of 1890 numbered over 900 engines, with an aggregate horse power of over 50,000.

Improvements, Additions and Stoppages.

The men employed at the National Tube Works, numbering about 4,000, have a movement on foot to organize a mutual benefit association. Hussey, Binns & Co., of this city, recently melted the first crucible steel ever produced in Washington county, at their new works at Charleroi. The Clinton Furnace, on the Southside, was recently banked, to admit of necessary repairs being made.

Shoenberger & Co.'s blast furnaces, on Pike street, are now doing better work than ever. In one week recently the largest tonnage of pig iron in the history of the plant was made. The Neshannock Furnace, at New Castle, owned by the Crawford Iron and Steel Company, has just blown out, after a successful run of 90 weeks, producing in that time 109,790 gross tons of Bessemer iron, and average of nearly 1,219 tons per week, which is one of the best average runs of any furnace in this vicinity. The Allegheny Bessemer Steel Works, at Duquesne, closed down last week, to remain closed for several weeks for repairs. Gas will be put under nearly all the boilers in the works. A large 20-ton converter will be added and a new blooming mill completed.

Will Demand a Scale.

It is rumored that the workmen desire a scale similar to the one in force at the Edgar Thomson mill and the Homestead mill, and if such a demand is made it is likely it will be granted, as that is the favorite wage system of Mr. Carnegie. Carnegie, Phipps & Co. are rapidly pushing to completion the immense new beam mill at Homestead, which will cost fully $500,000. It will be some months yet before all the contracts will be given. The only work so far completed is the ponderous engine built by Robert Wetherne & Co., of Chester, Pa. The flywheel weighs 150 tons, the bedplate and outboard weigh 100 tons, and the shaft is 26 inches in diameter.

The Edgar Thomson Works of Carnegie Bros. & Co. at Braddock will suspend operations on Saturday, February 7, to admit of several repairs and improvements being made, and the suspension will probably last a month. Three new 15-ton converters will be put in, and a trestle will be built in the rear of the mill, on which will run ladle-cars for conveying the metal while hot to the converting department. A new engine will also be placed to operate rolls No. 2. Furnace A, of the blast furnace plant, was torn out last week, and will be rebuilt. A new "bosh" will be put in furnace D, which has been off for a month, and will not be put in blast for some time. Seven new supporting columns have been added, and the furnace will be re-lined.

These works during 1890 made 404,000 tons of Bessemer steel, an increase of about 8 per cent over 1889. The increase was due to the addition of a new converter, making four in all, and the time which would be lost while the others were being repaired was saved. The blowing and rolling capacity remained the same. C. K.

Ireland, with her woes and wrongs, whatever those may be, is a frequent topic of discussion in these days. For myself, I do not pretend to be a judge of political matters, but I do know that our sister isle is a very disagreeable and unsafe place to live in. Twice I nearly lost my life there, and I leave the reader to judge whether I have not good cause to detest the country.

My first visit to Ireland was, I am bound to confess, a very pleasant one, until the last evening; but the terrible experience of that night—shall I ever forget it?

It was in the height of summer, one of those perfect July nights which seem the fulfillment of the sweetest promise of the year, and the scene was a ballroom at the house of an old schoolfellow with whom I had been staying.

On the morrow my regiment was to sail from Cork, but I had extorted permission to delay joining until the very last moment, in order to be present at the Coventry's ball. I had strained every effort not to miss this dance, and had looked forward to it as to a dream of delight; and yet now the evening was more than half over, and I had not enjoyed myself at all.

I felt that there must be black ingratitude somewhere or other to account for this state of things.

All around me I could hear the buzz, chatter and inane remarks of the wallflowers and partnerless demoiselles.

"Such a delightful ball!" "What a charmingly pretty scene!" "A most pleasant evening—quite a success," etc.; and I had the consolation of knowing that these expressions were just as bitter a mockery to them as they were to me.

Some people were enjoying it, no doubt. Miss Marsac, for instance, and that idiotic young coxcomb with whom she was gliding so gracefully around the room.

I stood with my back against the wall, gloomily watching them, and giving myself up to the bitterest reflections.

At that moment not a landlord-hunting tenant in the whole of that wretched country felt more desperate and hardly used than I. For why? I had not danced once with Eva Marsac, and now the precious moments were fast slipping away and I should have to go.

At last the never ending din of the fiddles ceased, and the lovely Eva, in obedience to a telegraphic summons from the ever watchful maternal eye, gravitated to her place beside Lady Marsac, who sat in the front rank of the dowagers, a monument of voluminous matronhood.

At that moment I perceived Tom Coventry, my chosen friend and ally and the only son of the house, in the act of putting up a placard roughly inscribed with the mystic words, "Supper extra."

Here was my chance. I rushed up to Miss Marsac, and was in time to secure her for the dance, just as Tom was bearing down upon her. I saw his disappointed face as he turned away, but I had no sympathy to spare for him, for I was full of triumph, and I recollect I was inspired to make some witty remark about the knight of the rueful countenance. The band struck up with the last new waltz, and to the strain of that delicious melody I lost myself for a brief space in a dream of perfect happiness.

It was over too soon. Eva said she was tired.

"Tired!" I whispered with tender reproach as we quitted the heated air of the ballroom for the cool of the conservatory. "Why, I could dance forever with you without feeling tired!"

She said nothing, but I thought I could detect a deeper flush on her fair face, and I augured well from her silence.

The conservatory doors were open, and we passed out into the balmy summer night. The moon was shining peacefully over the quiet park, and the spreading trees flung deep shadows on the smooth bright lawn, which sloped gradually down to the edge of a dark lake.

From within came the echoes of the sweet waltz refrain and the distant sound of dancing feet and the murmur of many voices. Outside, where we stood in silence, the most intense stillness reigned, not a ripple disturbed the surface of the gleaming water, not a breath of wind stirred the glistening leaves of the evergreens. All was wrapped in the solemn hush of nature. Naturally of a poetic temperament, I am sensitive to external influences, and I felt that this was an opportunity not to be lost. In a few passionate sentences I poured out all the love and devotion that lay pent up within me, and I listened breathlessly for my darling's reply.

She looked more bewitching than ever as she turned her face away and fluttered the feathers of her fan in pretty confusion.

"Oh, Mr. Robinson!" she said, coyly; "you cannot mean all that! You will soon forget me in the excitement of the war. You see you are so very young."

I confess that this allusion to my youth annoyed me, particularly as I happen to be especially sensitive on that point; and I harbored a lurking suspicion that Miss Marsac was aware of the fact. But I put that aside as an idle fancy, and hastened to assure her of my undying constancy.

"As for the warlike scenes of which she spoke," I added, "should it be my fate to survive the perils of the campaign, I would prove my devotion to her by the ardor with which I would woo honor and renown for her sweet sake."

She did not seem so much affected as I could have wished at the mention of the dangers of my profession, but she encouraged me to go in for honor and renown, and she might have said something more satisfactory; but at this most critical moment Tom Coventry burst upon us in his usual inopportune and tactless fashion. Though he was my friend, I must say that I found his meddling and interfering ways very trying sometimes. He seemed in a great state of perturbation about something or other.

"Oh, here you are, Jack," he exclaimed. "I have been looking for you all over the place. It is high time for you to be off, my dear fellow; the train is due at 11:30, and I'm blessed if it isn't 10:45 now. I've got the black mare already harnessed, and I'll drive you myself—but it will be precious sharp work."

The music had stopped, and the dancers were pouring into the conservatory. Lady Marsac's voice was heard inquiring for her daughter, and I dared not linger. I had only time to whisper a hasty farewell to Eva, and press her hand, before Tom dragged me away. I was anything but grateful to him for his officiousness, and I suppose he saw my annoyance, for he said apologetically:

"It seems a shame to hurry you off like this, old man; but it cannot be helped. There is not a moment to lose. We ought to have been off ten minutes ago."

The dogcart was waiting at the door, and my luggage had already been put in. Tom jumped up, seized the reins, and before I was fairly in my seat he swung the whip into the air with a crack and a hiss. Before it descended the fiery black mare threw back her head, and, with a violent plunge, that nearly upset the whole concern, set off racing at full speed down the avenue.

We dashed through the park like the wind, frightening the deer and rousing the echoes slumbering under the shadow of the grand old trees. Here and there, through an opening in the wood, we could see the stately front of the house, with the light streaming from all its windows, and a faint sound of music still reached our ears. But soon we rattled through the park gates, and then, turning a sharp corner, we left that peaceful scene far behind us. Tom has no soul for poetry, and I was aroused from my pleasing meditations by the unsympathetic tones of his voice.

"By jove!" he observed; "if those confounded church wardens haven't been and laid down new stones all along this bit of the road. We shall never do it."

I now remarked that we were careering over freshly laid flints. The jolting and rattling were terrific; for, far from slackening speed, Tom was endeavoring to increase it. I remonstrated.

"She is going very well, Tom. Have some mercy."

"My dear fellow, I know she goes well; but horseflesh is no match for steam, and I don't want you to put down the loss of your promotion to my door. I almost wish that I had let them put in the chestnut; he has not so much go in him, but he is more dependable. Now with this animal you never know where you are. I wanted to call her Vixen, but my mother insisted upon Perdita; and upon my soul I think it is not a bad name for her, for she really is just like a lost spirit. It seems as if she were possessed by the wickedness of all the devils sometimes."

"Is she safe to drive?" I inquired, with some anxiety.

"Oh, she goes well enough in harness," replied my friend carelessly. "She bolts occasionally; but I have got her well in hand to-night, and I'll take care to give her no time to play any of her pranks."

We had now passed the stones, and were flying like the wind along a dark piece of road overshadowed by trees on one side, and bordered by a running brook on the other. In the uncertain light the most familiar objects took strange mysterious shapes, and the knarled old willows hanging over the stream looked intensely weird and unearthly.

"Thank goodness we're out of that!" exclaimed Tom, as we shot out of the shadow of the overarching trees and dashed along the level high road. "My heart was in my boots all the time we were in the dark hole. It was the very place for Perdita to make a boggle over, and if she turns vicious there's no doing anything with her."

"You don't mean to say that it was your groom that was killed last year, and this is the animal?" I cried, suddenly recalling a ghastly story that had reached my ears.

"Absit omen!" ejaculated my friend; and I saw by his embarrassment that my conjecture was only too true.

"We never talk about that business, Jack," he continued, after a brief silence. "For one thing, there are some matters one hates to think about, and then it's best to let sleeping dogs lie. You know we are not bound to shoot the animal, for the gossoon did not die for some time after, and he implored us with his last breath to spare Perdita."

"Poor Mickey Flanagan! poor little Mick!" said Tom, relapsing into unwonted sentimentalism. "He loved the creature as if she had been a human being; and he could not die easy in his bed until he had my promise that no harm should come to her."

After these cheering remarks it may be imagined that I felt my position in that high two-wheeled vehicle behind that demoniacal mare was anything but an enviable one. I glued my eyes apprehensively upon Perdita's ears, which were pricked up as if ready for instant mischief, and, on the side farthest away from my friend, my hand furtively sought the iron bar of the seat, so as to have a firm grasp in case of the worst.

Mine is by good luck a marching regiment, and I have no false shame in admitting that I know nothing whatever about horses. In fact, ever since my childish days, when I came to grief with a donkey, I have always entertained a rooted dislike to the species, and the bad impression they made upon me was not likely to be diminished by the fiendish appearance of this specimen.

Tom would persist in talking, though I implored him to give his whole mind to the management of the reins; but when I said this he only laughed, and replied that he knew what he was about. It is a consolation, however, to reflect that all his conversational efforts were wasted upon me, for my attention was riveted upon Perdita's ears, and I did not hear a syllable of what he said. The pace was something tremendous, and I told myself that even Perdita could not keep it up long; yet she showed no signs