

## HARD ON RAILROADS.

Effects of the Miners' Strike Beginning to Show Themselves.

## TWO BIG MEETINGS YESTERDAY.

A Portion of the Scale Settled at the Edgar Thomson Steel Works.

## MISCELLANEOUS INDUSTRIAL NOTES

The Pennsylvania Railroad is the next to feel the effects of the miners' strike. The company has been compelled already to bring coal from the main line to supply its engines along the Monongahela divisions. Of course this causes some inconvenience, but they get the coal. The greatest inconvenience has been to get empty cars to take the coal over from the main line, owing to the great demand for cars to transport the great rush of freight. The mills, too, are finding themselves in a predicament and the rivermen will no doubt be called on soon to dump part of their immense stock into the local market, instead of holding it for down-river trade.

More men are reported to be on their way to Pittsburg and it is expected by Monday that an attempt will be made to operate the mines with foreigners. It this is done, however, trouble is expected. The miners are not expected to endure such a proceeding on the part of the operators, and it is feared that some of the late coke region difficulties may be repeated.

## MINERS NOT AFRAID OF FOREIGNERS.

The miners' officials are not very much afraid of the mines being filled with imported men. In fact, President Costello says he does not believe it can be done. He adds that he will be having his eye on the operators and while they are working that game he will be placing the strikers here in other places where there are demands for good miners.

Local consumers are also having a hard time of it. The dealers have put up the price to 10 cents a bushel in some instances. Coal was delivered to consumers on Robinson Street, Allegheny, yesterday at that price.

Allenberry, as a reason that the supply was dwindling due to the effects of the strike, and if the men did not soon go to work there will be no coal in the market.

His argument was that coal will be kept at an advanced price all winter. If the strikers win it will add to the cost of the coal, and, of course, the consumers will have to pay it. If they don't win the supply will be less, which naturally keeps up the price.

## HOW THE MEN FIGURE PROFITS.

The miners figure it out very differently, and according to their figures the demands could be granted and a profit of 18 cents a ton would still be left for the operators. This is their problem: Taking one ton of coal over a 1½ inch screen, which sells at the lowest rate for the lump coal, \$1.05 less the cost of mining 19 cents, the profit is 16 cents. The value of the nut coal is 20 cents, and the profit of the same is 11 cents, making a total profit of 29 cents. Deduct from this the expense of the pit, dead coal, 15 cents, and value of the coal hill 13 cents, and the net profit is cents per ton. If the demands of the miners are granted the profit will be 18 cents, which is mighty substantial.

Mr. Costello expressed himself yesterday as very hopeful as to the outcome. He and President Costello went to Lucyville, where a large meeting of miners was held.

J. Morton Hall was seen in the afternoon, but he said there had been no new developments in the situation.

## MONGAGA HOLD MASS MEETINGS.

The following was received from Mongaghala City last night: The entire Monongahela and Youghiogheny coal districts where the miners are on strike was the scene of several mass meetings this afternoon and evening, at which President Costello and Mr. Rae made addresses. The largest meetings were at the Black Diamond in this city and at Lucyville in the fourth pool, where the Acme mine, which has a few men working at the old rate, is located. The meeting at the Black Diamond was attended by miners from the surrounding country. They met at 2 o'clock on the river flats and when the delegations from down the river on the afternoon trains arrived there were about 300 miners present. The general officers assured them that everything looked favorable for a successful termination of the strike; thus in no instance had the men returned to work, while several of the operators had given their men the increased scale, so that at this time every advantage was taken by the miners to secure from the unorganized support of the Union Mine Workers, and told them that their brethren in the other States would support them. Resolutions were passed to the effect that they would remain out until they were paid the increase. The news that the operators would in a few days have men from the anthracite and semi-bituminous districts to take their places caused them to be very indignant.

In the evening another meeting was held at Lucyville when even a larger body of men were gathered together. The men here also resolved to stay out and try to persuade their comrade now working to quit the railroad pits. They will try to secure their employment in some of the railroad mines.

## READY TO TURN OUT PLATES.

Machinery and Material on Hand for a New Tin Plate Mill.

It is announced that American tin will be turned out of the new plant at Woods' Run next Tuesday. Nearly all the material has arrived, and, while the enterprise is more of an experiment than anything else, the company confidently expects to make a success of it from the start.

A gentleman connected with the enterprise in speaking yesterday of the first tin plate works built in America, said: "The first tin plate plant ever built in this country, the Pittsburgh Tin Plate Works, Wellsville, O., profited in Pittsburgh, including several Welshmen of practical ability. They were at the time in a bad financial condition. However, they made large quantities of tin plate while in operation, and as fine a quality as was ever made in Wales. Rogers & Birchfield and the United States Tin Plate Works soon followed, all of which made excellent tin for a time. The impetuous, finding successful competition in the country, reduced the price of plate below the cost of production in the State. As a result a panic in the business followed and crushed the life out of the whole business."

## SHARPSBURG'S NEW INDUSTRY.

A Company Formed to Manufacture a Fine Grade of Steel Wire.

A new industry is to be established in Sharpsburg by the first of the year. The Kidd Steel Wire Company, which is operating temporarily at Harmersville on the West Penn road, has bought the Bollman works at the end of the Sharpsburg bridge. This is a fine manufacturing site, with splendid shipping facilities, and was a few years ago occupied by the firm of Witherow & Sons.

The new owners are Englishmen, who will put the plant in shape as soon as possible and take possession about January 1. The company will manufacture polished drill rods, drawing them down to a very fine gauge, for such uses as dentists' drills, etc., and has ordered considerable special machinery. The rods will be drawn in different shapes, such as square, three-cornered and octagon. The equipment will consist of a 75-horse power engine, two fine boilers, wire-drawing machinery, and polishing and straightening machines.

## MORE Non-Union Men Secured.

Word was received at Amalgamated head-

quarters yesterday to the effect that Niedringhaus had secured two new rollers in his mill at St. Louis, but that some rollers have been returned to roughers. It is reported that Mr. Harris is East again looking for men. An effort was made to start the mill this week, but little success attended the effort.

## WORKING ON THE SCALE.

A Portion of the Wages at the Edgar Thomson Agree 1 Upon.

The scale of wages for the men in the converting department of the Edgar Thomson Steel Works was satisfactorily adjusted at a conference held yesterday between the men and Superintendent Schwab. Although the scale was settled upon it has not been publicly announced. The scale as first submitted by the firm asked the steel blowers to accept \$62½ per 100 ton, or nearly 50 per cent of a reduction. The blowers compromised by accepting 65 cents at the old scale, though they made \$195 a month and by the reduction would earn about \$100. The steel repairers are reduced from 37 cents to 28 on the 100 ton. Under the old scale their wages were about \$150 per month. Now they will earn a fraction over \$100. The lads are also on the list, and the pitmen, who include pull rounds, mold setters and mold swingers, are to be done away with. Their case was not considered when the scale was adjusted. The conference between Superintendent Schwab and the men lasted from 8 o'clock yesterday morning until 4 o'clock in the afternoon. It is expected that the firm will be prepared to call for a conference with the rail men employes some time next week.

## Big Work Leasing Pittsburg.

The printers' strike is at a standstill so far as the strike itself is concerned. The men claim they have the employers on a run. Yesterday they reported that the Adams Express Company commanded an order for about \$500 worth of printing and took the job to Baltimore. He adds that he will be having his eye on the operators and while they are working that game he will be placing the strikers here in other places where there are demands for good miners.

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The Independent Storage or Primary Battery System," by Knight Neffel, electrical Lancaster Street Railway Company, Lancaster, Pa.

In addition to the above the convention will discuss the relative merits of cable and electric power in street railroading, experiments in reducing operating expenses and increasing traffic, the saving of power houses and the safeguards against fire downs and other accidents, the prospects and possibilities of the storage battery and conduit electric cable, the use of street cars as collectors and carriers of the mails, labor troubles and other matters pertaining to lace curtains, and having a bearing on the various systems of street railways.

The subject of carrying the mails on street cars is beginning to occupy the attention of street railway and Government officials. The Government required to put mail boxes on all the cars in Cleveland on the ground that the laborers concerned with the men operating the cars, the collection of the mail would be hindered.

## ENTERTAINMENT FOR DELEGATES.

It has been decided to devote all of Friday following the convention to an excursion on the river, including visits to Davis Island and the various points of interest up as far as McKeesport. The Mayflower will leave the Monongahela wharf at 10 o'clock Friday morning. Thursday evening the annual banquet, mentioned elsewhere, takes place.

A large platform 200 feet long is being erected on the wharf, where the exhibits of street cars, machinery and other heavy material will be displayed.

The present officers of the association are:

President, Henry M. Watson, of the Buffalo Bay Company; First Vice President, Wm. A. Smith, General Manager of the Omaha Street Railway Company; Second Vice President, Charles Odell, President of the Newburyport and Weymouth Street Railway Company, Newburyport, Mass.; Secretary and Treasurer, William J. Richardson, Secretary of the Atlantic Avenue Railway Company, of Boston; Vice President, George L. Tracy, Lowell, Mass.; Vice President, John T. Powers, Worcester, Mass.; Vice President, David F. Henry, of Pittsburg; Albert E. Thornton, of Atlanta; Henry M. Littell, of Cincinnati, and Thomas C. Keefer, of Ottawa, Canada.

The citizens of Blairsville are making efforts to establish a rolling mill at that place. About \$65,000 will be needed, and it is claimed that \$50,000 has already been subscribed.

A CHARTER has been granted to the Ligonier Fire Brick Company, with a capital of \$40,000, to build a plant at Ligonier, Pa. Mr. Alvin, John R. Kuhn, and A. M. Sloan, of Calumet, and John M. Rimbough, of Calumet.

The private car of Charles L. Pullman was taken west yesterday in charge of the porter, it having brought east several members of the family. The car has been repaired lately and presents a palatial appearance.

The recent interview with Mr. Andrew Carnegie, in which the gentleman approves the eight-hour system, has brought an editorial comment from the *American Manufacturer*, to the effect that eight hours or less will ultimately constitute a day's work.

SURVEYS have been completed for two new railroads from Jeannette to Sewickley, along the Monongahela, the Ohio and the Ohio and Erie. One will be operated by the Baltimore and Ohio and the other by the Pennsylvania Railroad, and both will pass through 15 miles of valuable coal territory.

## AN ALLIANCE SENSATION.

The Alleged Author of the Famous Turner Letter to Be Exposed.

TOPEKA, KAN., Oct. 15.—[Special]—Frank McGrath, the Alliance State President, said to-day that when the State Convention met at Saline next week evidence would be submitted to prove that a Washington newspaper correspondent named Stephenson wrote the famous Turner letter signed by E. J. Turner, ex-Confessing with and that is

## VOLTAIC DIAMONDS.

They defy experts! Retail their luster in wear! Brilliant and prismatic! Every stone warranted. See in Rings, Pins, Studs, Ear drops, etc. They are patented.

B. E. ARONS, Jeweler, Sole Owner. 65 Fifth Avenue, Oct. 13.

BEST \$1.00 SPECTACLES-EARTH WEAR THEM AND SEE AGAIN AS IN YOUTH

STEEL MACKAYE'S SENSATIONAL DRAMA A STORY OF TO-DAY.

MONEY MAD.

A triumph of scenic realism. The great bridge scene, which has never been equalled in American stage. A company of excellent actors.

Price, 50c, \$1.00, reserved; gallery, 50c, special Wednesday matinee—Oct. 13.

We have something the public are pleased with and that is

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Charles L. Davis, Owner and Manager.

ENGAGED Distinguished Actor, MR. E. S. WILLARD.

Under the Management of A. M. Palmer, in Henry Arthur Jones' great play,

"THE MIDDLEMAN."

As originally presented at Mt. Willard's

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No advance in prices. Secure seats at box office early.

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