

TO TALK NOW OF REMOVING MILLS

BOOM IN STEEL AND IRON TRADE SET IT AT REST.

Probably Will Not Be Revived Until the Existing Phenomenal Demand Is a Thing of the Past—Table Showing the Increase of Prices During the Last Six Months—In Some Cases the Advance Is One Hundred Per Cent.—Increase in Furnaces and Mills

The phenomenal activity in the iron and steel trade has set at rest, for the present, the stories with reference to the removal of the plant of the Lackawanna Iron and Steel company to Buffalo and if such a step is taken it will not be for two years.

Under existing prices the Lackawanna company can make money manufacturing steel rails in this city.

It is handicapped now, as are many of the steel rail manufacturing concerns of the country, by the fact that most of the orders being filled were taken at the low prices that prevailed before the present rapid and unlooked for increase in prices set in.

The Lackawanna company has captured a number of small orders at existing prices, but, as stated above, the great bulk of the orders being filled are governed by the prices that ruled the steel rail world six and eight months ago.

With business in its present prosperous state, talk of removing the mills has naturally dropped and probably will not be revived until the boom has spent its force. So great is the present demand that furnaces and rolling mills all over the country that have been shut down for years are lighting up and adding to the daily increasing product that is being thrown upon the market.

INCREASE IN PRICES

The following table shows the increase in price of various leading articles of iron and steel in Pennsylvania and vice versa at Chicago, on December 27, 1898, and on July 19, 1899. The prices named are per gross ton of 2240 pounds, except for bar iron and nails, which are quoted in lots of 100 pounds and in kegs of 100 pounds respectively:

Table with columns for Date (July 27, 1898 and July 19, 1899) and various iron and steel products like Articles, Old iron T rails, etc.

The above figures show an advance in some cases of 100 per cent, and even more in six months, while in other cases the advance exceeds 50 per cent.

Being in response to the legitimate demand and following a long period of the lowest prices ever recorded, and accompanying a general increase in values in all countries, there is no good reason why present prices should not be maintained for some time to come.

PRICE ADVANCED

Structural material was advanced \$5 a ton last week, and hoops and bands \$5 a ton. Bessemer pig is at the \$29, and there is practically none on the market. The general tendency is toward further tightening and higher prices. It becomes more apparent that the latter half of the year will be more interesting than the first. Not more than 5 per cent of present business is being done upon present prices. That is to say, 95 per cent of production is to fill orders that were placed months ago.

Notwithstanding the fact that Bessemer pig is quoted at \$29, most furnace operators are filling contracts on a \$10 and \$12 basis, by the ruling prices of a year ago. The volume of business is therefore comparatively small. Practically unlimited demand for a very limited supply is keeping prices on the upward grade.

It is not so much a question of price with those who are in the market to buy as it is a question of getting their wants at any price. The general belief among leaders in the trade is that the period of good profits will last longer than they supposed a few months ago. Order books for 1899 are rapidly filling up, and the restoration of equilibrium between production and consumption is not yet in sight.

Production in every department has been enormously increased, but the best efforts of producers have failed to cut down the ratio between supply and demand. There were more furnaces in blast July 1 than in any previous month, and the same is true of rolling mills. Furnaces are dropping behind in shipments, and it is evident that a portion of the iron sold for 1899 delivery cannot be shipped from the furnaces till next year.



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are comparatively free from sickness. This milk is so easily prepared that improper feeding is inexcusable.

The number of furnaces in blast June 1, 1899, including charcoal, anthracite and coke, and bituminous and coke, was 275. Their weekly capacity was 256,150 tons.

RESOURCES OF LUZERNE

Shown in a Report Prepared by the County Commissioners. The report of the county commissioners of Luzerne county, just completed and forwarded to the secretary of Internal Affairs, shows the value of Luzerne county property, number of taxables, etc.

The value of all real estate in the county is \$112,257,647; value of real estate exempt from taxation, \$5,600,449; value of real estate taxable, \$106,657,198.

Value of salaries and emoluments of officers, posts, 1898, \$12,254,656. As compared with this year it shows a gain in value in twelve months of \$854,216.

EXCEPTIONS ARE FILED

Errors Charged Upon the Part of the Court. Exceptions in the findings of the court in the case of the Acme Coal company vs. Stroud and Chamberlin, were filed by Attorney S. B. Price Saturday, who represents the plaintiff.

The exceptions charge errors in the eleventh finding of fact and in the third, fifth and seventh conclusions of law.

Mr. Price claims that the language of the court, regarding the mining and marketing of the coal, is rather strong, in view of the fact that testimony at the time of trial was to the effect that this coal had to be carted to another place and mixed with other coal before it could be sold.

The language of the court, which is charged as an error, is as follows: "That the coal in the property is merchantable, however, not only within the meaning of the lease, but according to the demands of the market, is in my judgment in serious controversy. It has been mined and marketed before and under materially different conditions are shown to exist."

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LIVE NEWS OF THE INDUSTRIAL WORLD

CONDITION OF THE COAL TRADE IS MARKED BY GREAT QUIET.

Determined Effort is Being Made to Extinguish the Fire at Dodson Mine at Plymouth—Breaking Up Old Coal Cars for the Purpose of Obtaining the Scrap—Monroe County is Threatened With Another Railroad—New Powder Company is in Charge.

"There is little to note in the Eastern seaboard anthracite trade," says the current number of the Engineering and Mining Journal. "The midsummer quiet that prevails is not likely to be broken for at least another month. No one is trying to force coal on the market, and practically all the coal that is changing hands is on contracts made before July 1."

"At inland points and throughout the West things are much livelier; in fact, business is quite good for this season of the year. The movement of coal up the lakes from Buffalo is not very heavy; vessels are too busy hauling ore to Cleveland, Conneaut and other iron ports to bother with small lots of coal, and regular freighters have plenty of general merchandise to take. As a result the movement from Buffalo in July probably will be under 500,000 tons."

"Production for June was 4,024,000, or about 1,000,000 more than for the same month last year, while for the first six months the production was 20,648,783 tons, an increase of 4,457,470 tons over the first six months of 1898. Considerable of this June production went into storage. Some of the companies in the southern anthracite fields may be anticipating a short supply of labor and consequent inability to fill orders when the fall rush of orders finally comes and are rushing collieries pretty near full tilt."

"The report on a possible export trade in anthracite made by a representative of certain mining and transportation interests proves, as ever, there are no immediate prospects of a regular line of colliers supplying anthracite to Europe, with first-class bituminous coals selling at the water on this side for \$1.60 a ton or less."

Dodson Mine Fire. The fire which destroyed the Dodson breaker at Plymouth Thursday night, communicated to the mine and much difficulty is found in extinguishing the flames. Two large pumps have been set up on the banks of the Susquehanna river and 5,000 gallons of water will be poured into the burning workings every minute.

When the fire occurred the shelve wheels in the head house fell down the shaft and there no doubt set fire to the timbers at the foot and tore out the guides, etc. In their descent, considerable apprehension is felt lest the fire inside if not soon checked, will burn out the coking at the various veins and falls will take place which will forever prevent the use of the shaft.

Breaking Up Old Cars. The American Car and Foundry company has lately bought 30,000 small wooden cars from the Lehigh Valley railroad. These used to be run over the line, as well as the Philadelphia and Reading and other coal-carrying roads, but are too small for present uses, and they have had to be discarded for cars better adapted to present traffic conditions.

The cars were accordingly sold to the American Car and Foundry company for scrap, each car containing approximately two and a half tons of scrap, not counting the wheels and axles. The company has also got hold of 3,000 box cars, which it was desired to break up. Accordingly a piece of ground several acres in extent was leased near Detroit, Mich., and 125 men were set to work on recovering the scrap from these cars. Portable tracks were laid down, a derrick was erected, shears for cutting cold iron were provided, and a whole wrecking plant was fitted up.

Those in charge of the work say they can destroy about 100 cars a day, but that it will probably be November or December before the work is completed.

Another Monroe Railroad. "Still another railroad is to pass through a portion of Monroe county, in order to make a shorter route to Easton," says the Stroudsburg Times. "Plans are maturing for the planing of the Central Massachusetts railroad on a substantial footing when the Boston and Maine railroad lease is broken, which the interests back of the Central Massachusetts feel confident will be done."

The proposition which, it is alleged, has been favorably received by all parties interested, is to connect the Central Massachusetts with the Pennsylvania railroad by the construction of a line from Holyoke or Springfield, Mass., via Newburg, N. Y., and Port Jervis, N. Y., to Tomhock, a distance of 253 miles using the Newburg, Dutchess and Connecticut railroad in part between Newburg and Springfield.

"The road west from Port Jervis would follow a survey made about fifteen years ago by a company having a similar object in view. It would cross

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Eruptions—"I had annoying eruptions caused by impure blood. Hood's Sarsaparilla removed them and I am no longer annoyed." W. R. Hudson, Natona, Pa.

JUDGMENT AGAINST THE CITY. Mrs. Mary Carey Will Get \$450 for Damage Done to Her Property. Judgment for \$450 was entered in favor of Mrs. Mary Carey and against the city of Scranton in the office of Prothonotary Copeland Saturday. This judgment represents the damages done to Mrs. Carey's property by the erection of the retaining wall at the junction of Ninth and Robinson streets.

Mrs. Carey's property is situated on Ninth street and when the retaining wall was built it left the roadway in front very narrow, hence the suit brought against the city. The case was originally referred to Joseph V. Brown, and upon his death was transferred to Nathan Vidaver, who has awarded the full amount of the claim.

Pike and Monroe counties, go through the northern portion of Carbon, crossing the Lehigh river between the Tannery and White Haven, come up through Sandy valley and on to Tomhocken, where its connection with the Pennsylvania main line is made. This distance from Boston to Pittsburgh by this route would be shortened 150 miles or five hours and from Boston to Chicago 200 miles or over six hours.

"Thirty years ago the advantages to be derived by the building of such a branch were recognized by New England capitalists. Companies have been organized at different times to build the road, various surveys have been made, charters and rights of way secured, but all so far came to naught, principally because of the difficulty in obtaining an outlet for the road from this region to the West."

New Company Has Charge. The Connell Powder company has taken charge of the Crane Powder mills at Treberton, which is located near Shamokin. There are twenty-three buildings on twenty acres of land and mining and blasting powder will be manufactured.

The new company contemplates making a number of improvements and will introduce up-to-date business methods. The officers of the company are: W. L. Connell, president; A. J. Connell, treasurer, and C. M. Price, secretary and manager. The incorporators are: Hon. W. L. Connell, Dr. A. J. Connell, H. A. Connell, John R. Davis and C. M. Price, all of Scranton.

Meeting of Miners. Next Thursday evening a meeting of Delaware, Lackawanna and Western miners will be held in Flanagan's hall, Luzerne street. The meeting is for the purpose of suggesting a remedy for the present method of selling powder, adopted by the company.

One of President Trecedale's agents has promised that reforms in this direction are to be expected.

TRAINMEN'S HEADQUARTERS. Officers Looking for a Suitable City to Establish Their Home. Mayor Moir is in receipt of a circular letter, copies of which have been sent to the chief magistrates of several cities, from the grand master and secretary of the National Brotherhood of Railroad Trainmen, relative to the establishment of the national headquarters of the organization. The letters are sent with a view of securing information regarding the relative desirability of the various cities.

Binghamton is making strenuous efforts to secure the headquarters for that city, but as Scranton is coming more to the front every day as a railroad center, the chances of securing the headquarters for this city are bright.

The brotherhood is one of the leading labor organizations in the country and has a membership of 24,500, divided among 576 lodges located throughout this country and Canada. Its cash assets on June 1, 1899, were \$27,717.39 and are steadily increasing. It has a corps of twelve grand lodge officers, six of whom devote their entire time to the interests of the organization. An office force of thirteen clerks is permanently employed at headquarters.

A committee has been appointed to receive proposals from the various cities, which must be sent under the signatures of the city officers or representative business men.

CLEANING UP THE DEBRIS. Nothing Definite Known About Rebuilding of Breaker. Saturday a force of workmen were employed by the Delaware and Hudson company cleaning up the debris on the site of the White Oak breaker at Archbald which was entirely destroyed by fire Friday night.

Nothing official has been given out as to whether or not the breaker will be rebuilt on the present site, but the general impression is that it will be built in some other part of Archbald.

The destruction of the White Oak breaker throws 700 men and boys out of employment.

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