

LIVE NEWS OF THE INDUSTRIAL WORLD

THAT BIG STEEL PLANT AT BUFFALO.

J. J. Albright is Authority for the Statement That Work on It is Being Pushed as Rapidly as Possible—Would Not Talk About the Possibility of Moving the Scranton Plant to Buffalo—Make-up of the D. L. and W. Board for Today—Review of the Iron Trade.

The Buffalo Evening News of Saturday contained the following:

An important step in the history of the great Buffalo steel plant at Stony Point was taken at Scranton yesterday. The stockholders of the Lackawanna Steel and Iron company held a meeting and voted to increase their capital from \$25,000 to \$25,000,000.

Just what that move meant the stockholders would not say after the meeting, but the understanding in Scranton, the same as in Buffalo, is that it meant putting the company in a state to go ahead with the great plant at Buffalo.

Whether the Lackawanna plant will be abandoned at Scranton when the Buffalo plant is completed, or continued there as a branch of the Buffalo works, is not known.

Mr. J. J. Albright, one of the principal stockholders in the concern talked very frankly and convincingly with a News reporter concerning the matter this forenoon.

"I don't know what I can say beyond what has been said in the way of giving assurance that the steel plant certainly will be built at Buffalo," said Mr. Albright.

"But will anything of a tangible nature be done in the near future?" was asked.

"It seems strange to me," he said, "that the people seem unable to understand that a work of this magnitude cannot be done in a week or a month. It is not a plant that can be constructed under a temporary shed. Imagine the miles of plans that must be made. Think of the great stretch of machinery that must be planned for and the drawings that must be made. Why, if all the mechanical engineers and draftsmen in the country were employed upon this work it could not be done in a week as many people seem to think. The work is progressing as rapidly as possible."

"But when will the work on the plant begin?"

"I cannot go into details. There are naturally many things in such an enterprise as that which cannot be talked about in the newspapers."

"But is not the company losing a great deal by not being able to take advantage of the high price of iron and steel?"

"The company that is back of this enterprise is not building this plant because of the present advance in the price of steel and iron. They are building for the years that are to come. They are building a great plant that will be one of the permanent concerns of the country."

Mr. Albright was asked to explain just what significance the meeting of the stockholders of the Lackawanna Steel company at Scranton had yesterday.

"They met for the purpose of increasing their capital. Just as had been advertised," he said. "A circular letter was printed in the New York papers some time ago stating that this would be done. That is all there was to that meeting so far as I know."

"Will the plant be moved from Scranton to Buffalo?"

"That is one of the things I cannot talk about. But it seems to me that the fact that a million and a half dollars have been expended here preparatory to building the big steel plant ought to be sufficient assurance to the people that the work will be completed. I regret very much that so much nonsense has been printed in some of the papers about the Rockefeller and other things in connection with this enterprise. It does nobody any good and it injures Buffalo on the outside."

J. N. Adam, one of the men interested in the Buffalo steel plant, said to a Buffalo Inquirer reporter:

"The Lackawanna Iron and Steel company and the concern which will build the Buffalo plant are one and the same. Now that official announcement has been made, the work will be pushed forward busily."

The Board for Today. The Delaware, Lackawanna and Western board for today is as follows:

Monday, Jan. 1, 1900. 1 a. m.—E. Hallett. 3 a. m.—F. Stevens, with C. Bartholomew's men.

4:30 a. m.—LaBar, with F. D. Secor's men. 5 a. m.—B. Hart. 6 a. m.—J. Gerrity. 12 noon—W. F. Mann. 4 p. m.—J. Mosler with H. T. Fellows' men.

SUMMITS, ETC. No summits for Monday, Jan. 1, 1900. PULLER. 10 a. m.—Peckins.

PUSHERS. 6:30 a. m., south—E. S. Warfel. 11:30 a. m., south—J. Hennigan. 7 p. m., south—W. H. Nichols. 10:30 p. m., south—A. Polhamus.

PASSENGER ENGINES. 7 a. m.—Widener. 6:30 p. m.—McGovern.

WILD CATS, NORTH. 11 a. m., 2 engines—C. Kingsley. 2 p. m., 2 engines—T. Fitzpatrick. 4 p. m., 2 engines—F. Murphy, with O. Handolph's men.

Additional board will be posted Monday noon, Jan. 1, 1900.

The Hard Coal Trade. The Engineering and Mining Journal says of the hard coal trade:

"The year closes with a cold wave sufficiently severe to stir up retail

buyers and remind jobbers that this is really winter time and it will be for them to have more than a few days' supply of coal on hand. This has, all things considered, been a year of great prosperity for the anthracite trade, with higher prices obtained than in six years past. The total shipments from the collieries for the year will exceed 47,000,000 tons, an increase of over 5,000,000 tons over last year's record. This output has been due to the general prosperity of the country and producers have not been obliged to resort to offering special inducements to get buyers. "The year as a whole has been singularly free from labor troubles in the face of a rising market for labor. The prospects are against any general change in the mining rate the coming year. There may be local concessions regarding cost of supplies, docking, etc., but the indications are that the miner will be kept pretty busy and his total income will be good."

Iron and Steel Review. It is generally conceded that the volume of business in iron and steel the past year has been unprecedented in the history of the country and the indications at present are that it will be still greater in 1900.

The capacity of the entire country was brought into requisition the past year and yet the demand was in excess of supply; production is steadily being increased by the construction of new mills and furnaces as well as the enlargement of old ones, but consumption is also increasing in the same proportion.

New General Manager. George T. Slade has been appointed general manager by the Erie and Wyoming Valley Railroad company and the Dunmore Iron and Steel company. He will take charge today, and in the railroad offices assume control of all except the accounting department, having his headquarters at Dunmore.

He will also superintend all the Iron and Steel company's departments, except that of accountant.

This and That. The lace weavers of the Scranton Lace company have been granted an increase in wages of ten per cent.

John Hale on Saturday resigned his position as foreman of the Bellevue mine, of which he has had charge since 1887.

The Bricklayers' union has elected the following officers for 1900: President, Michael Nolan; vice president, Martin Steenback; financial secretary, Charles Softley; recording secretary, Joseph Gardner; treasurer, Michael Buckley; corresponding secretary, George Breig.

A rule has now been adopted by the Lackawanna officials that all watches carried by trainmen and other employees must be subjected to a regular examination. Saturday morning a convention of all local examiners was to have been held here, but it was postponed until some day early this month.

The following is a new order issued by the Lehigh Valley railroad: "Caboose have all been equipped with drug chains. Cars having drawheads pulled out must in no case be set off along the road if chains can be applied, but cars chained up and taken to destination. Drawheads and other broken material of cars must be loaded on car to which it belongs, and if it is too heavy to load conductors must be notified to remove it."

On the new year's first day Thomas Umpleby, a Northern Central engineer at Sunbury, will retire with a record. He is the second oldest engineer actively employed by the Pennsylvania Railroad company. He will be seventy-one years of age January 9, 1900. In the year 1851 he entered the employ of the corporation as a railroad brakeman. Four years later he became a full-fledged engineer. About eight years elapsed and then he was assigned to the Shamokin division of the Northern Central railroad. This was thirty-five years ago. He has run the passenger train continuously ever since and during all that time only experienced one or two wrecks. He was never injured in a railroad collision.

AMBROSE MULLEY DEAD. He Was One of the Best-Known Business Men of the City. Sketch of His Career.

Ambrose Mulley, proprietor of Mulley's store, one of the oldest residents of this city and probably the most widely known citizen of North Scranton, died rather suddenly yesterday morning at about 1:15 o'clock at the family residence, 2043 North Main avenue, after only a few hours' illness.

Mr. Mulley was at his store Saturday morning as usual, but was taken with a weak spell and was obliged to go home.

He felt better in the afternoon, but was taken worse about 11 o'clock in the evening and Dr. Blanchard was summoned to attend him. The doctor worked over Mr. Mulley for over an hour and succeeded in arousing the action of the heart. In fact, so pleased was he with his condition that he was on the point of leaving, when Mr. Mulley gasped a few times and passed away. Heart disease is given as the cause of death.

Mr. Mulley had a rather varied life. He was born on March 30, 1829, in Essex county, England, and was the son of Joseph Mulley, a farmer. When he was one year old his parents moved to this country and settled at Tarrytown, N. Y., and afterwards at Stuyvesant-on-the-Hudson, New York state. Here Mr. Mulley was reared amid the environments of a farmer's life and here he obtained his early education.

In 1849 he became imbued with the gold fever, which was then sweeping over the country, and he went to try his luck in the state of California. He prospected there unsuccessfully for upwards of three years, only making enough to keep himself from want. In 1853 he came eastward again and in 1854 he was married in Sing Sing, New York, to Miss Mary Elizabeth Hoyt.

One year later Mr. Mulley came to Scranton, where he has since resided. He settled in North Scranton and opened a grocery store at what is now known as Providence corners. The business rapidly increased and the building at present occupied by the store was built by Mr. Mulley and Nathaniel Pitch and opened as a general store in 1858. Mr. Mulley buying out Mr. Pitch's interest in the building shortly afterwards.

He has since conducted the business and the increasing volume of trade has made the building of two additions to the original building necessary.

Mr. Mulley was a staunch Republican in politics and represented the

First ward in select council between the years 1876 and 1879. While in that branch he always stood out boldly against any transactions that smacked of jobbery. He favored an economic administration of the city's affairs and bitterly opposed the wasting of public funds.

He was a successful business man in every sense of the word, and possessed to a remarkable degree the ability to mind his own affairs and let other people's alone. He was a man of the strictest integrity and his honesty of purpose was never for a moment questioned by anyone. He was a man with very independent views on many subjects and he held to those views if he thought they were right, despite what the rest of the world thought or said.

Another notable characteristic of Mr. Mulley was his great industry. Year in and year out, day after day, he was present at the store, looking after the needs of his customers and applying himself to the management of the business. He was always the first one on hand in the morning and always the last one to leave at night, even up to the very day of his death.

He was the president of the Dunmore Cemetery association and a member of Hiram lodge of Masons. He was also a member of the Providence Methodist Episcopal church and was for a number of years one of the trustees.

Mr. Mulley is survived by his wife and the following children, all residents of this city: Joseph, William, George, Belle, Mrs. L. T. Mattes, Mrs. John McDonald, Mrs. Richard Cowles and Mrs. G. D. Hinds.

The funeral will be held on Wednesday afternoon at 2 o'clock. Services will be conducted in the Providence Methodist Episcopal church, and interment will be made in the Dunmore cemetery.

"NON EST INVENTUS" FEES. Aldermen and Constables Win Their Long-Standing Fight.

By a decision of the retiring board of county commissioners Saturday, the aldermen and constables will be allowed their claim for fees in "non est inventus" cases.

These are fees which are charged up against prosecutors or defendants who can not be found by the sheriff. The county has been paying the sheriff and their county officials for their work in

these cases, but the county commissioners have refused to pay the aldermen and constables.

The latter formed an organization and decided upon a test case. Ex-Alderman Llewellyn Roberts and Constable Bernard Davis made the formal demand and Attorney H. S. Alworth was engaged to press it. After a number of consultations with the commissioners and County Solicitor H. A. Knapp, the commissioners decided to allow the claims.

It is estimated that the fees which have been held back during the past three years amount to \$10,000.

TOOK CAKES AND SHOES. Saturday morning the Delaware and Hudson depot at Yatesville was broken into by two tramps, who were later captured and committed to jail. They secured several boxes of cakes and ten pairs of shoes. The men are James McGee and Joseph Johnson.

It is thought that they are not professional burglars, but rather a couple of hard-luck sufferers.

ITS AN INSULT. To your intelligence—any attempt to palm off something "just as good." That kind of substitution is not quite, but almost, as bad as passing counterfeit money. The GENUINE imported Stransky-Steel Ware is sold in this city by us. Is it the cheapest Enamelled Ware? Yes. The cost at first is a little higher, but it lasts for years.

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At \$7.50--All Coats that were from \$8.50 to \$11.00.

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At \$12.50--All Coats that were from \$16.00 to \$18.00.

At \$15.00--All Coats that were from \$18.50 to \$22.00.

At \$20.00--All Coats that were from \$22.50 to \$30.00.

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