## **NEWS OF THE** LABOR WORLD

DEMAND FOR ANTHRACITE IS VERY HEAVY.

There Is a Good Deal of Depression in the Steel and Iron Market-Big Contract Received by the Bethlehem Steel Company-The D., L. and W. Board for Today-The Record for Turning Out Rods Broken at the Plant of Illinois Steel Company.

The demand for anthracite coal becomes dally greater, and from all sections of the country come reports that mines are being taxed to their utmost to put out the necessary daily amount. This week's New York letter in the Engineering and Mining Journal gives the following statement:

The demand for hard coal continues to tax the abilities of producers to the utmost. In spite of all reports to the contrary, it may be said that there is, so far as can be seen, no favoritism in supplying different localities. The demand comes from all quarters where coal usually gors at this season, but each consumer wants a little more than the available supply will permit, and hence is apt to say that somebdy else is getting coal that should come to him. In Chicago territory demand is brisk and prices flem. There is considerable coat going forward by rail, but nyers complain that the movement is not as heavy as it should be. Buying in the territory between Chicago and Buffalo continues heavy between Chicago and Buffalo continues heavy, and the demand at inland points cast of Buffalo shows little falling of. Since the close of lake shipments the movement of coal by water to Boston and other points east of New York has improved and is now fairly liberal. Buyers at Philadelphia and New York still find coal in short supply. All sizes are scarce. Nut and pea have been in poorest supply of the various sizes for several winters, but now egg and stove are hard to get. It is said that a cargo of stove coal for spot delivery at New York harbor ports cannot be had except at a larger bonus than any dealer would be likely to pay.

dealer would be likely to pay.

The collicries are hard at work, but continuous running tends to promote breakdowns in breaker machinery, while the employees showing a ten-dency to stop work at slight provocation. An amusing instance of this spirit was shown at one of the Delaware and Hudson collieries recently when the mule drivers stopped work for a day because the company would not provide belpers to unharness the mules and hang up harnesses at quitting time. It looks now as though there might be labor troubles of large size next April. The production for this month is likely to be about 4,500,000 tons, as the holidays will inter-

Prices continue firm. At New York harbor ports free-burning white ash t. o. b. is quoted: Broken, \$4; egg. \$4.25; stove and nut, \$4.50; pea.

83: buckwheat, \$2.25ar2.50. In the Pittsburg soft coal district every coal mine is in full operation and steady employment usured the 20,000 miners for at least three months, and longer if a satisfactory wage scale can be decided upon at the January conference There is a large foreign demand for coal, the Mediterranean ports asking for the larger por-

## Condition of Steel Market.

The steel and iron markets are clouded this month by an excessive duliness and the passive spirit seems here to stay until at least the first of the year. Interest at present is centering in the question of ore and coke prices for the coming year. From present indications, buyers may have to pay a price which will prevent any competition with the large companies even more effectually than in 1900. At Pittsburg the December duliness

is being especially felt, there being no transactions of any importance in steel or iron during the past week.

## Big Contract for Bethlehem.

The Bethlehem Steel company, of South Bethlehem, Pa., reports that a contract has been closed with the General Electric company for six more weldless field-rings of Bethlehem nickle-steel for the extension to the big power plant at Niagara Falls. Thes rings measure 142½ in, outside diameter, and 130% in, inside, leaving the walls 57% in, thick. The width of face is 50% in. and the estimated weight of each ring is about 35,000 pounds. They will be worked up on a mandrel under the hydraulic press and are said to be among the largest forgings of this sort which have yet been produced.

Among other orders now in hand a the Bethlehem works may be noted the shafts and engine forgings for one of the new ferry boats which are under construction at the vards of Harlan & Hollingsworth company, Wilmington, Delaware, for the New York ferry of the Central Railroad Company of New Jersey .- Engineering and Mining Jour-

Board for Today. Today's D., L. and W. board is as

> Sanday, Dec. 23. WILD CATS EAST.

p. m.—P. Cavanaugh.
 10.30 p. m.—S. O'Conner, with Bennett's men.
 11.30 p. m.—F. Mills, with LaBarr's men.

WILD CATS EAST.

Monday, December 24. 12.30 a. m.-T Nauman.

12:30 a. m.—T Nauman.
8 a. m.—F. Wall.
4 a. m.—F. D. Secor.
5 a. m.—F. Hallett.
6 a. m.—F. F. Stevens.
8 a. m.—J. Burkhart.
9 a. m.—G. Rafferty.
10 a. m.—F. L. Van Wormer,
11:30 a. m.—T. Doudlean.
1 p. m.—T. McCarthy.
2 p. m.—O. Case.
5:45 p. m.—M. Carmody. 1.15 p. m.-M. Carmody. 4.45 p. m.-J. Costello

SUMMITS, ETC. Standars, Fre,

8 a. m., west-G. Frounfelker,

9 a. m., west-W. H. Nichola,

2 p. m., west-Carring,

6 p. m., east-H. Gilligan,

1 p. m., east-E. McAllister,

7 p. m., west from Cayuga-McLane,

7 p. m., west from Cayuga-Ginley,

7 p. m., east from Nay-Aug-E. Duff,

PULLER.

10 a. m.-F. E. Secor. PUSHERS.

8 a. m.—Houser. 11.30 a. m.—Moran. 7 p. m.—Murphy. 9 p. m.—F. Mills. PASSENGER ENGINES.

7 a. m.—Gaffney. 7 a. m.—Singer. 5.30 p. m.—Stanton

WILD CATS WEST.

WILD CATS WEST,

4 a. m.—J. H. McCann.
5 30 a. m.—A. E. Ketcham,
5 30 a. m.—Bisbing with Ennis' men.
6 a. m.—Mahon, with J. E. Master's men.
7 a. m.—C. Bartholomew.
8 a. m.—A. F. Bartholomew.
9 a. m.—A. F. Mullen.
10 a. m.—G. W. Smith.
11 a. m.—H. Smith.
12 o'clock noon—C W. Dunn.
1 p. m.—G. Burt.
2 p. m.—Kingsley.
3 p. m.—F. Fitzpatrick.
7 p. m.—W. Kirby, with A. G. Hammitt's men.
5 p. m.—J. Galtaran.
6 p. m.—J. Barker.
7 p. m.—J. Barker.

m.-Haggerty. NOTICE. Conductor C. Lamping will run 2 p. m. pusher December 25, in place of Frank Mills. Conductor J. J. O'Hara and crew will run work train Monday 7 2, m., Wednesday and

This and That. Organizer C. W. Baxter last week oured Luzerne county in the interests

of the stationary engineers. An explosion occurred recently at the nines of J. W. Ellworth & Co., at Ellsworth, near Pittsburg, and not only set on fire the mines, but did a great deal of damage. The workings are now being flooded and when the flames are extinguished, the mines will be pumped out and operations re-

The record in turning out rods was broken at No. 2 rod mill of the Joliet plant of the Illinois Steel company last week. The night turn made 537,700 pounds, or 240 gross tons, of rods, and not only gave the mill the world's record for a single night's work, but made the month's production of the mill the greatest ever turned out by any rod mill in the world. The mill has an average for the month of 196 gross tons.

## AMERICAN ENGINES.

One Reason Why They Are Preferred to Those of English Make. rom the London Express.

An · Express representative had an interview yesterday with the chairman of one of the best-known British locomotive manufacturers with a view to gleaning how it was so many British railway companies had to send their orders for new engines to America.

The life of an express engine is, it seems, ten years, and railway companies have found it more and more necessary, traffic increasing so rapidly, to continually add to their locomotive stock. Most of the leading comnanies now make their own rolling stock, which, if it has led, perhaps, to more uniformity in construction, has not been found an adequate "way out" of the difficulty. The assistance first of private British engineering tirms, and then of American com-

panies, has had to be requisitioned. "American engines," said the authority interrogated, "do not come up to the home-made article so far as quality is concerned, but they are delivered with far greater dispatch. That is the secret of the matter. "American locomotives burn more

fuel, their valve motions are not nearly so well finished and the fittings are more hurriedly put together: but they are far cheaper-even when cost of transport is taken into account."

"How do the prices compare, then?" "Passenger express engines made in this country cost from £2,500 to £3,-500, though more powerful machines, made by special builders, may cost another thousand or so. Now American contractors, not only turn out their engines in less time, but at a price less by .C500."

The types of standard engines in England and America are, it was explained, approaching mere and more to a common affinity, the most noteworthy distinction now being in the framework of the boiler. It is, thera-fore, not a difficult matter for American engineers to match British standard patterns, especially when, as was the case with one of the biggest home lines, the standard was waived because the emergency was great.
"I can say with experience," was

the concluding remark of the expect. "that at present recourse to America is inevitable. Orders rush in upon us both from home and from abroad. The war has robbed us of many of our best hands, and coal is very dear. We are unable to meet the demand. America can, and does."

## MOTHER INTERFERED.

The Marriage of David Owen and Nancy Vaughan Declared Off.

By Exclusive Wire from The Associated Press. Susquehanna, Pa., Dec. 23.-At Haw leyton, last night, while David D. Owen and Miss Nancy D. Vaughan were being united in marriage by a local justice of the peace, and when the ceremony was just half completed, the young man's mother jumped in between the couple and forbade fur-ther proceedings. The marriage was then declared off. It is said to be the first instance of

the kind in the annals of history.

## LACE WORKERS STRIKE.

Two Hundred and Fifty Girls in Sympathy with Weavers.

Exclusive Wire from The Associated Press Wilkes-Barre, Dec. 23.-Two hundred and fifty girls employed at the Wyoming Valley lace mills, this city, have notified the management that they will not report for work tomorrow They go out in sympathy with the weavers of the mill, who have been out on strike for nine months. The failure of the girls to report for work will necessitate total suspension.

His Brains Beaten Out.

By Exclusive Wire from The Associated Press. Louisville, Ky., Dec. 23.-John Kappleman, rivate watchman, was found today near his place of employment with his brains beaten out His packets had been tifled of his wages pant him the night before. No arrests have yet been

Meikeljohn's Canvass. By Exclusive Wire from The Associated Press. Lincoln, Neb., Dec. 23,-Assistant Secretary of War George D. Meikeljohn will arrive in Lin oln tomorrow to assume personal managemen-

of his canvass for a seat in the United State Genoa Strike at an End. By Exclusive Wire from The Associated Press.

Genoa, Dec. 23 .- The strike that was caused by the closing by the prefect of police of the bureau of labor unions came to an end today on incoment that the government had conserted to a reconstruction of the bureau.

Tenders for Freight Cars. ly Exclusive Wire from The Associated Press.

Santiago, Chile, Dec. 23.—The government of freight cars, has accepted 300 from Doeche & Co., and 100 from W. R. Grace & Co., all of American Wu-Chang an Open Port.

By Exclusive Wire from The Associated Press. Paris. Dec. 23.—The semi-official Temps ancounces in confirmation the press dispatches that

the viceray of the provinces of Hu-Pei and Hu-Nan declares that Wu-Chang will be made an

China Will Accept All Conditions. By Exclusive Wire from The Associated Press. London Dec. 24.-Dr. Morrison wiring to th Fines from Pekin Saturday says that official Chinese declare that China will accept all the conditions of the joint note without "losing her face."

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