

INDUSTRIAL AND LABOR

CONDITION OF THE ANTHRA- CITE COAL TRADE.

The Demand from the West Continues Heavy but Has Fallen Off Greatly in the East—Progress of the Work on the Buffalo Plant of the Lackawanna Iron and Steel Company—Test of the Engines Used on the D. L. & W. and Erie Roads—This and That.

The outlook for the anthracite trade now continues bright. The mines are now working to nearly full capacity, and the output is taken about as fast as mined. Under weather is at hand and furnace fires must soon be started. There is very little of the coal output being stored by producers, and prices are firmly maintained. The October schedule prices are the same as those for September and the outlook favors a continuation of the current rates all winter, though at many places retail prices will be higher.

In the West demand continues heavy. Retail trade in Lake Superior territory is hardly as brisk as might be anticipated, but coal is needed there and dealers are anxious about winter supplies. In Chicago territory arrivals by lake, which were beginning to be heavy, have fallen off from a temporary disagreement between vessel owners and shippers regarding freight rates. As dock supplies at Chicago are still somewhere around 200,000 tons below what they should be, the distribution agreement is not likely to last long and the movement up the lakes from Buffalo is likely to be held in swing soon. At lower lake points in Canadian territories it is wanted.

In the East demand has fallen off considerably and the eastward movement of coal is slackening. This is to be expected, as eastern dealers had the greater share of the coal sold during the months of discounts from list prices, and are now, as a rule, pretty well stocked up. Retail demand is feeling the cooler weather, and those dealers who bought coal last spring are beginning to appreciate their wisdom.

The October prices for tree-burning white ash, f. o. b. New York harbor shipping ports are: Broken, \$1; egg, \$1.25; stove and nut, 50¢.

The Buffalo Plant.

The Lackawanna Iron and Steel company has nearly completed one large blast furnace at Stony Point, near Buffalo, and is at work on another. The buildings erected cover several acres, the company owning a strip of land on the lake front three miles long. The buildings comprise a brick and stone office building; a machine shop, 300 by 80 feet, containing two 30-ton and two 20-ton electric cranes; a boiler shop, 300 by 80 feet; a foundry, 500 by 80 feet, to be ready by October 1; a pattern shop, 50 by 100 feet, and two stories high; a power house, 30 by 50 feet, containing an 800-H.P. and two 200-H.P. dynamos; a carpenter shop, 50 by 100 feet; a supply shop, 50 by 100 feet; all of which have steel frames and brick walls on concrete bases.

Work has started on a canal 200 feet wide and about one mile long, to enable lake ore carriers to discharge at the works. A tunnel 100 feet long is being driven under the canal to connect the furnaces with the pumping station and the coke ovens. The works are connected with the Delaware, Lackawanna and Western Railway. About 800 men are busy, and it is thought that steel making will begin next summer. Steel rails will be the principal product at first—Engineering and Mining Journal.

A Test of Engines.

Officials of the Lackawanna and Erie Railroads made a practical test on Saturday of the comparative pulling strength of Lackawanna "hog" engine No. 843 and the Erie "hog" No. 569. Fifteen loaded gondolas, carrying 760 tons of coal, were drawn by each engine from the Scranton yard up to May Ave. The Lackawanna engine made the trip in forty-six minutes, while the Erie engine accomplished the same task in twenty-eight minutes. The test was witnessed by Superintendent E. M. Blane, Assistant Master-Mechanic Elvin, Testimony Masterman and Traveling Engineers Brown and Gasey, of the Lackawanna Railroad; Superintendent J. M. Davis, Master-Mechanic W. H. Wilson and Traveling Engineer J. B. Brownson, of the Erie Railroad, and Master Mechanic Remney, of the Delaware and Hudson Railroad.

The Lackawanna used the Brooks type of locomotive and the Erie the Schenectady make. The former has cylinder valves and the latter that slide valves. The Schenectady make of engine is heavier than the Brooks and has eighty-eight tons weight on the driving wheels, while the Brooks has but 73 tons.

D. L. & W. BOARD.

Following is the make-up of the D. L. & W. board for today:

SUNDAY, Oct. 6.

Wild-Cat, East 13th st., m.; George Thomas, 4 p. m.; M. McAllister, 4 p. m.; H. Bishop, 5 p. m.; J. H. Beaman, 5 p. m.; F. S. Simonds, 6 p. m.; E. Ballou, 6 p. m.; Wm. G. Frazee, 7 p. m.; west, Thompson, 8 p. m.; east, J. Carrigan, 9 p. m.; west, M. Gedding, 7 p. m.; May Ave., E. McAllister, 7 p. m.; Cayuga, M. Gandy, 8 p. m.; W. C. Williams, 8 p. m.; S. Fenner, 8 p. m.; Hobart, 11 p. m.; M. Moore, 8 p. m.; Gedding, 7 p. m.; Murphy, 10 p. m.; W. H. Bishophouse, 10 p. m.; Lamphier.

Passenger Engine—7 a. m.; Devoe, 7 a. m.; Singer, 10 a. m.; Nauman, 10 a. m.; Scott, 7 p. m.; Stanton, 10 p. m.; Mortenson.

Wild Cat, West 19th st., m.; P. Langford, 1 p. m.; O. Randolph, 2 p. m.; W. K. Nichols, 3 p. m.; C. H. McCollum, 3 p. m.; Lewis with Galvan's crew, 4 p. m.; Warden with Weller's crew.

NOTICE.

Confidence O. Keany will run pickup company east, 7, with J. J. Duffy's crew.

J. J. Duffy will run No. 57, commanding

Geo. S. Smith, 8 a. m., wild cat Oct. 7, with J. J. Duffy's crew, one trip.

This and That.

The Baldwin Locomotive Works, of Philadelphia, has shipped two locomotives to Bilbao, Spain.

The Chinese State Railways have allotted a contract to the Rogers Locomotive Works, of Paterson, N. J., for eight locomotives.

The American Locomotive company has secured an order for fourteen

engines from the Cape Government Railways of South Africa.

The Erie City Iron Works, of Erie, Pa., has shipped three car-loads of engines and boilers to the Mexico Mine and Smelter Supply company, of the City of Mexico.

The first full cargo of American anthracite ever sent to Germany cleared from Philadelphia, on September 30, in the British steamship "Ormesby."

The cargo contained about 3,700 tons of mixed stove and nut sizes, and is consigned to Stettin, whence most of it will go to Berlin. It is not likely that the cargo will be productive of any great export of anthracite, however, as the consumption of anthracite in Germany is limited, and the present shipment is due partly to an exceptionally low freight rate. Anthracite is a luxury in Germany and is used in base-burner stoves of American models.

CRIMINAL COURT TODAY

Two Weeks' Term Opens Today.

List Is an Unusually Large One—Court Notes.

A two weeks' term of criminal court will open this morning and the judges will be confronted by one of the longest lists that has ever been compiled for a quarter sessions and over and over term in this county. At the head of the list is the Papa murder case, and as this is the third term since the crime was committed the commonwealth will make a strong effort to have it tried.

Papa is charged with killing Harry Davis in a back room of the Hotel Dewey one night last spring. The unfortunate victim was almost beheaded by a razor in the hands of Papa. Since the crime was committed the father of Papa came to this country to make provisions for the defense of his son. O'Brien & Martin have been engaged for that purpose. The case goes to trial if we can't get a hung jury.

President Judge H. M. Edwards will preside over the bench in the main courtroom this week and Judge J. P. Kelly will be in No. 3. It is probable that an out-of-town judge will also be here to help dispose of the big list.

Construction of a Will.

Before Judge A. A. Vosburgh in the orphans' court Saturday argument was heard on the matter growing out of the will of the late Colonel Ira Tripp. The latter's will provided that "from and after the decease of my grandson, Walter S. Tripp, and my granddaughter, Catherine Tripp, if either or both of them shall die leaving a child or children, I direct my executors and trustees to immediately turn over and convey one-half of my remaining property as if I had died intestate."

The members of the winning team and their scores were: Private Charles Moore, 81; Lieutenant W. S. Gould, 75; Sergeant George Jay, 67; Private Van Euren, 66. The highest individual score in the team match was made by Private Brink, of Company A. His total was 58.

In the all-comers match the scores were as follows: Major Frank Robling, 88; Private L. C. Brink, 83; Private Charles Moore, 82; Captain J. C. Harrington, 82; Private J. W. Hale, 81; Sergeant Fransella, 81; Lieutenant Colonel F. W. Stillwell, 80.

The scores of the various company teams were as follows:

Company K, 28; Company A, 27; Company E, 26; Company G (Montrose), 25; Company I (Easton), 24; Company D, 23; Company L, 18; Company C, 17; Company H, 16; Company B, 15; Company E did not compete.

Enthusiastic contestants and exciting contests characterized Saturday's rifle tournament at the Dickson City Range.

"This expedition has been delayed through lack of one connected with it. It contains no military value, but it is intended to be useful and efficient," he said. "The troops will be ready for you to assemble as soon as the transports will be ready to receive us."

On July 8, more than thirty days after the miners were issued, General Miles sailed from Cherson with about 4,000 men, touching en route to Santiago.

General Alger thus speaks of the relations of General Miles to General Shafter:

"Another report on the situation at Tampa was received from General Miles on June 5, and it advised him that he had been ordered to sail, General Miles was thus instructed:

"Washington, June 7, 1898—10 p. m.

"General Miles, Tampa, Fla.—

"You are to proceed to Santiago and to take command of the Porto Rico movement of greater importance than that of the Philippines. On June 6, in accordance with General Miles' orders, he directed to sail from Tampa, where Miles recommended the abandonment of the movement to Santiago until after the taking of Porto Rico.

"Translated into plain English, this plan proposed an invasion of No. 2 (Porto Rico), leaving No. 1 (Santiago) "safely guarded"—whatever that means. The plan was to blockade the channel and that the army should then attempt the impossible task of assaulting the precipitous heights of the Morro, with the Spanish army in its rear, and after capturing the fort at the entrance of the harbor, protect the navy while removing the fortifications. The plan also would have required the Merrimac to be sent to the following day:

"War Department, June 6, 1898,
General Miles, Tampa, Fla.

"The president says no, he uses the utmost care in departing of No. 1 (the Santiago forces), and also of No. 2 (the Porto Rican expedition), as indicated by you, but that No. 1 (Santiago) be taken first."

Secretary of War, 1898—

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General Miles was thus instructed by General Shafter:

"Admiral Sampson's original proposition seems to me to be the best, as it is the most practicable of the arms for blocking the channel and that the army should then attempt the impossible task of assaulting the precipitous heights of the Morro, with the Spanish army in its rear, and after capturing the fort at the entrance of the harbor, protect the navy while removing the fortifications. The plan also would have required the Merrimac to be sent to the following day:

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