There is a strong demand for coal and this, coupled with the dispatching of heavy tonnage to the lake ports, has stiffened prices materially. While there has not been any decided advance in prices since last week, it is intimated that within a fortnight there will be another rise. The market is firm and sales are most encouraging. There is, however, the contingency that a car shortage is most likely. Indeed, at several mines of one of the leading independent interests of the Pittsburg district work was suspended for two days this week, owing to the inability of the mine to secure sufficient cars to carry away the output. The railroad officials, it must be said, are doing all in their power to avert a repetition or the car shortage of several years ago. This will be made possible by the utilization of steel cars of larger carrying capacity than the old wooden cars, expansion of locomotive capacity and also the adoption of better methods of train movements. This, it is believed, will do the business. Reports from all of the mines in the Pittsburg district indicate that they are working on full time and a little over the normal capacity. From central Pennsylvania comes the news that the mines are active on about 75 per cent of output capacity. From the Somerset-Meyersdale, Cumberland, Fairmont and Elkins fields comes the news that the mines thereabouts are on about 70 per cent of the output capacity. This, coupled with the activity now on in this district, augurs well for the coal trade for the immediate future. Prices now quoted are:

Pittsburg—	F. O. B. Mines.
Mine-run	$1.25@1.35
¾-inch lump	1.35@1.45
1¼-inch lump	1.45@1.60
3-inch lump	1.70@1.90
1¼-inch nut	1.25@1.40
¾-inch slack	.80@ .90

—Black Diamond.

The American Sheet and Tin Plate Co. last Friday advanced the price of blue annealed sheets $1 a ton. Independent concerns have also advanced selling prices $1 a ton on black and $2 a ton on the galvanized product. The new scale of the American Sheet and Tin Plate Co. on blue annealed sheets is: Nos. 3 to 8, $1.65; Nos. 9 and 10, $1.70; Nos. 11 and 12, $1.75; Nos. 13 and 14, $1.80; Nos. 15 and 16, $1.90.

The schedule of the independent companies on annealed and galvanized is: Nos. 17 to 21, $2.05; Nos. 22 to 24, $2.10; Nos. 25 and 26, $2.15; No. 27, $2.25; No. 28, $2.30; No. 30, $2.40. Galvanized: Nos. 12 to 14, $2.35; Nos. 15 and 16, $2.45; Nos. 17 to 21, $2.65; Nos. 22 to 24, $2.70; Nos. 25 and 26, $2.90; No. 27, $3.10; No. 28, $3.25; No. 29, $3.35; No. 30, $3.60.

The Monongahela River Consolidated Coal and Coke Company last from $600,000 to $700,000 as a result of the storm in the lower Mississippi Valley, although the exact amount cannot be determined, according to George W. Theiss, president of the company. The loss in coal was approximately 8,325,000 bushels. Mr. Theiss said:

"Our loss included practically all the coal afloat at New Orleans, Baton Rouge, Bayou Sara, La., and Natchez, Miss., amounting to 333 coalboats, money loss of which, after making reasonable allowance for salvage, will probably reach from $600,000 to $700,000."

Most of the coal will be recovered by digging, and water diggers, barges and boats will be rushed to the scene. Mr. Theiss received the following report from R. W. Wilmot, manager of the company, in New Orleans:

George W. Theiss, President, Pittsburg, Pa.:

Dear Sir—Your company's losses here by the storm are appalling. All wires are down and we have not yet received full reports. As nearly as we can make out everything at Willow Grove was lost; everything at Coalport but two dumpboats and one boat of coal sank. At Algiers Schneidau lost one full boat and part of a boat of coal. We lost part of a boat of coal and the tug Carrie B. was torn loose, capsized and went down in deep water, becoming a total loss. We sent a man to Baton Rouge to get news of the fleet there, but he has not returned. We fear, however, that there must have been great loss there.

Everything possible was done to keep your property afloat, but it was humanly impossible to resist the great waves which rolled over the fleets and submerged them. Never has the writer seen such a hurricane. Of course, a large part of the coal can be recovered, and we suggest that you send us a lot of empty barges to put it in. We are writing this hastily to get word to you as soon as possible, and hope to send you a telegram from some point in the interior.

R. W. WILMOT, Manager.

Almost the entire supply of winter coal for New Orleans was lost. The company carries an insurance fund of its own, and whatever amount is in the fund at the present time will be available to apply toward the loss. The amount in the fund at the close of business for the last fiscal year, ending November, 1908, was $200,000.

The miners in the Charleroi mines have settled the controversy over the use of carbonite by agreeing to have a test of the explosive to determine whether it is more expensive than black powder.

After a four days' conference in the Hotel Schenley, the Glass Bottle Blowers' Association representatives and the manufacturers reached an agreement last Friday which, with a few modifications, was practically the 1908 wage scale. The manufacturers will open their plants at once, and it is expected that most of the 10,000 men out of work in this industry will resume work within the next three weeks, and that all will be at work by November 1.

At the conference in July the manufacturers demanded what was practically a 50 per cent reduction, which the blowers declined to accept, with the result that all factories have been closed down since that time, although many of them were closed previously owing to the depression in business conditions. One of the representatives who attended the conference stated that by November 1 conditions would be better than at any time since 1907.

He claimed that the victories won throughout the West and South by local optionists and Prohibitionists had done much to hurt the bottle trade, as there were 3,000 blowers employed in the beer bottle industry alone, but that many of these men would engage in making other kinds of ware, and that eventually they did not expect the damage done would be noticeable.

President William E. Corey of the United States Steel Corporation, in an interview to be published in the Manufacturers' Record, discussing the outlook for the iron and steel trade, takes an exceedingly optimistic view of business conditions and railroad expansion. He says:

"We are right now in the midst of the greatest development in the history of the steel and iron business. Substantially all of our plants are now running, and practically on full time, and there is no branch in the steel industry that is backward. The Tennessee Coal, Iron and Railway Company has rail orders ahead to run four or five months, and the Carnegie and Illinois companies can make no promises under 60 days. There is a good demand for all grades of finished steel.

"Next year will witness a record-breaking production of steel in every line. One of the greatest will be in railroad supplies, rails and cars. Next year will be the greatest in railroad buying and building ever known in the history of the country."

Official circulars were sent out last week by President T. J. McArdle of the Amalgamated Association of Iron, Steel and Tin Workers, inviting the blast furnace workers to meet with representatives of other organizations and discuss the reorganization of the amalgamation along the lines intended to incorporate all men employed in the industry.

The circular states that the association is being conducted along lines not in accord with the improvements of the iron and steel business, and a complete reorganization under a new name is contemplated.

YOUNGSTOWN, Sept. 28.—The Amalgamated Association is making an effort to organize the furnace employes of the Mahoning and Shenango Valleys. National officers are here arousing interest in the movement. The furnace employes have not had an organization for several years. The movement will be strongly opposed by the operators.

Plans for a mammoth steel plant to be built at Duluth by the United States Steel Corporation are nearing completion. A big dock is also contemplated there. The constantly increasing demand for finished steel products is taxing the capacity of the plants of the corporation throughout the country.

The dock will be constructed of steel and concrete. It will be 2,305 feet long and will contain 384 pockets. The deck of the dock, upon which the ore will be dumped from the cars into the pockets, will be 74½ feet above water.

The corporation will have its three wooden docks at Duluth overhauled.

A revival of an old story of the United States Steel Corporation's intention of entering the steel business in China brought out a denial from Judge Elbert H. Gary, who said: "The story is utterly without the slightest foundation in fact."

When the idea of the Steel Corporation building plants in the Orient was first put forward about a year ago the story was adorned with specific details of where the corporation was to get its ore and coal and labor, and it was shown how, with a reduced tariff and cheap materials and workmen, it would be able not only to monopolize the eastern and African markets, but undersell its rivals in this country also.

It is reported that the United States Steel Corporation has purchased the Cokeville property, near Greensburg, for a plant and that the town will be rebuilt. Nine years ago it was suddenly abandoned. There was a population of 2,000 then with 700 miners. A good quantity and quality of coal is to be had near the town.

Reports from Somerset county say that all the mines are working to capacity, but that there is a severe shortage of men and production could be made heavier if there were more diggers. Difficulty arises also on the Somerset branch of the B. & O. on account of it being a single line road in the George's Creek field in Maryland the great fall movement of coal is on, while in the West Virginia section nearly capacity tonnage is being shipped.

War in the Air.

It is the military aspect of the airship that just now commands the most attention. Since Germany's aim in the development of the science is primarily supremacy in warfare, and because Germany is the most warlike Power in the world to-day, the excited concern of England about the progress of the Zeppelin type of flying machine is well justified.

A valuable study of the achievements looking to the "command of the air," so to say, by Germany comes appropriately with the centenary of that poet who predicted a battle between "airy navies grappling in the central blue." We are so near the realization of the prophecy that it is almost a certainty the next war between Old World Powers will have as its features, if not a fight between battleships in the clouds, at least a demand on the modern army to vindicate its right to existence in the face of a new and terrible engine, which can prey on its ranks with little danger to its own efficiency.

The facts marshaled in McClure's Magazine by Carl Dienstbach and T. R. MacMechan make the conjecture anything but wild. A flight by the latest Zeppelin ship, which would have taken it from German soil to London and back, is one of these facts. Another is that from the deck of a Zeppelin airship a rapid-firing gun, throwing sixty shells a minute, was fired successfully. Other facts are that Germany has finished an airship plant on Lake Constance costing $1,500,000; Zeppelin I. has been stationed at the military fortress of Metz, Zeppelin II. at the fortress of Cologne and the next aerial battleship will leave its station at Mainz.

Further signs that Germany means business is that by a year from now plans already laid will provide the Germans with a fleet of from ten to twenty of these vessels of war. The Aerial Navy League of Germany blazes with enthusiasm over the Zeppelin project, the Government is financing it also, and there is nothing but time between that nation and the possession of a big battle fleet with which it hopes to put armies to rout and change the whole complexion of warfare more radically than anything since the first use of gunpowder.

A new machine of war has arrived. It will be a ship as large as and eventually much larger than present ocean battleships. It will fight from a height of a mile above the earth, and will manoeuvre, during battle, at a rate of sixty or sixty-five miles an hour. The winds at this elevation average twenty-five miles an hour, and on brisk days often reach thirty. The aerial battleships will move to windward and sweep down these winds when passing over the enemy. In this way they can direct an absolutely certain fire upon the earth, while they are themselves practically out of danger.

Ordinary rifle fire will not reach them. Big guns have not yet been perfected which can be fired at the distance to which an airship will have to drop to work its machine rifle fire. Yet when this problem of training the gun is solved there remains the matter of the range. The target, it is true, may be a ship anywhere from 446 feet long and 44 feet beam (dimensions of Zeppelin II.) to one of greater size than the Mauretania. This would be easy to hit, one would suppose. But getting the range on a rapidly moving object like this gives the artillerists something new to work on.

Against an enemy on land the range is found with trial shots, marked on the ground. There is nothing to go by when balloons are the targets. Experiments are said to have shown that it takes from five to twenty minutes for artillery to hit low-hanging balloons at battle ranges. On the other hand, the marksmen high in the air can pick off their men with relative ease. Our writers tell us what may be expected of the new ships in whose construction money will not be stinted, as it was with the first two Zeppelins:

"Count Zeppelin announced some time ago that he could easily build an airship with a displacement of 30,000 cubic meters—just twice that of Zeppelin II. and two and a half times that of Zeppelin I. It has also been announced that the ships now building at Germany's aerial shipyards in Fredrichshafen are considerably larger than those now afloat. And it is more than probable that the new craft will approach a 30,000-meter displacement. An airship of that size would only be 510 feet long—that is, but fifteen per cent. longer than the two crafts now afloat."

But just beyond the 450-foot length the lifting power of an airship grows by leaps.

"Now, an aerial ship 510 feet long and 51 feet wide could carry a dozen men a mile high in the air over a radius of 500 miles and back; that is, it could reach every principal capital of Europe from the borders of German territory and return. It could, in addition, devote at least five tons of cargo weight to arms and ammunition. This could include ten machine rifles, each equipped with ammunition enough for a full hour's work, and two machine guns of the type built for the Zeppelin I., with 200 shells for each weapon. Two and a half tons of dynamite torpedoes could be substituted for half of the machine guns and their ammunition if it were desired to attack fortifications or cities. Forty craft of this kind could be built and armed at the cost of one Dreadnought battleship. And such a fleet, without opposition from other airships, could conquer Western Europe. The moment it is launched, the standing armies of Europe become an anachronism."

In the face of the present showing of the airship, and of the possibilities of the aeroplane as a kind of torpedo boat in aerial warfare, it will be observed that Germany takes no step to lessen her land forces or to interrupt her naval programme. If the Germans believed from the experiments they have made that armies certainly could be scattered in panic by machine guns from Zeppelins and battleships blown out of water by torpedoes dropped from balloons, there would be effected at once an enormous saving in the old fashioned military establishment and the waste would be diverted to the manufacture of a flock of the new and overpowering engines of war.

But like England, which is now laying down four super-Dreadnoughts, Germany awaits the test of the aerial battleship in actual battle. Great things were expected from the sub-marine torpedo boat, but it is of small practical value so far. While there can be no question that the Zeppelins will cut a large figure in the next European war, and may be of such efficiency as to decide the turn of battles, no less as fighting machines than as scouts, those who hope for the most from them consider them still in the experimental stage, so far as war is concerned, and regard the command of the sea as still of far more vital importance in military strategy than the command of the air.

If the aerial battleship does take the scene of armed contention off the face of the earth and the waters thereof, as possibly it will in the course of time, there need be no fear on the one hand that it will make war more horrible or on the other that it will put an end to war. If the airy navy becomes such a terrible engine of destruction as it is pictured in prophecy, armies and battleships of course will no longer be maintained. Nations will go up in the air to arbitrate their quarrels when diplomacy fails. Yet the notion that frightful havoc, including the destruction of cities and the slaughter of non-combatants, will follow the perfection of the balloon battleship and the aeroplane is not warranted.

Public opinion, whose force as a world power is gaining every year, will order this matter. Just as dumdum bullets are forbidden by the civilized nations, and as many other rules are rigidly adhered to by progressive peoples, so will the scope of operations by the new battleship be prescribed and limited. Cities will be immune, and so will be all surfaces of the earth and sea that do not contain belligerents. The warships of the air will fight it out between themselves, and the victory, as now, will go to the commanders who show the most skill and valor in the struggle. War will be confined more than ever to professional fighting men.—Editorial in the New York Press.

The Oldest Living Triplets.

According to Congressman Charles H. Cowles, of North Carolina, the oldest living triplets in the world are the Gibbs triplets, born in Wilkesboro, N. C., May 2, 1833, and now in their seventy-seventh year. One of the triplets, William Washington Gibbs, resides in Atlanta, Ga., and the other two, Robert Jackson Gibbs and Thos. Lafayette Gibbs, live at Boomer, N. C., within a few miles of the place of their birth. The three brothers are hale, hearty, industrious, sober and splendid citizens, in spite of the fact that they endured the hardships and privations of four years of the Civil War and years of struggle with poverty. All three of them volunteered early in the war, and fought in the same company of the same regiment in many battles. Bethel was the first real battle of the war between the States, Gettysburg the crest of Confederate aggression and Appomattox the last of that struggle. The Gibbs triplets, in common with all North Carolinians, are proud of the inscription on the State's battlefield monuments, which reads: "First at Bethel, farthest at Gettysburg and last at Appomattox."—Leslie's Weekly.

The Helpful Bellboy.

For four consecutive nights the hotel man had watched his fair, timid guest fill her pitcher at the water cooler.

"Madam," he said on the fifth night, "if you would ring this would be done for you."

"But where is my bell?" asked the lady.

"The bell is beside your bed," replied the proprietor.

"That the bell!" she exclaimed. "Why, the boy told me that was the fire alarm, and that I wasn't to touch it on any account."—Success Magazine.

Take a Chance.

Mr. Reed, Senator Wolcott and Joseph H. Choate were having a little dinner at the Waldorf. When wine was offered Mr. Choate turned his glass down. "Gentlemen," he said proudly, "I have arrived at the age of fifty-five and never yet have I tasted wine or tobacco, nor played any game of chance for money."

Wolcott heaved a very audible sigh. "My, how I wish I could say that!"

"Why don't you?" drawled Reed; "Choate did!"—Success Magazine.

Farm Topics

INSECTS ON CUCUMBER VINES.

If the cucumber vines look dry and yellow and the blossoms are dropping off pepper them copiously with red pepper, especially the under sides of the leaves, and the blight will be stopped. It is caused by a small elusive insect which, however, the red pepper seems to find and destroy.

FEEDING HOGS.

One farmer, who raises about a thousand hogs a year and who, in one year, sold $11,200 worth, makes a practice of growing his hogs on alfalfa pasture until about eight months old, feeding one ear of corn per head daily. He then feeds heavily on corn for a month or two and sells at an average weight of 200 to 225 pounds.—Farmers' Home Journal.

LIMIT OF PRODUCTION.

The limit of production of an acre of land is measured as much by the capacity of the man who tills it as by the capacity of the soil itself to produce a large crop. There are few farmers who till one-half acre of soil in a manner that will produce the best and most profitable returns. As a rule the average farmer has a vague idea of the value of tillage and proper fertilization. Through the feedings of the plants a soil may be rich or poor, just as the farmer plans his rotation and cropping systems.—Farmers' Home Journal.

SHEEP AND WEEDS.

Sprouts and many varieties of noxious weeds yield palatable feed to the industrious sheep that nip them. While the presence of undesirable vegetation and brush on a farm is not the best excuse for keeping a flock, it must be admitted that many farmers adopt sheep primarily as a means of combating weeds. Worthier objects can be accomplished by the dependable aid of these animals, but on many farms they pay well as weeders and can be allowed to work in that capacity without depreciating them for other purposes.

Sheep are peculiarly adapted to rolling or hilly land, though some breeds thrive on low, level areas. Sprouts from stumps and the underbrush of wooded hillsides are commonest where hillsides abound, and sheep are particularly fond of the succulence which they afford.—Breeders' Gazette.

KILLING RATS.

A method of poisoning rats employed by a lumber and grain company in Kansas is said to be a success. The method is this: They get an old smoothing iron with a hole in the top, put in crushed strychnine, pour in rainwater, stir it and place ready for the rats. The rats drink it freely and they are killed. Many of them go into their holes and die, where they are eaten by the live ones which, of course, kills them. The heavy iron is used, as it will not upset or move about easily. This method of poisoning would be all right for barns and outbuildings, but where the rats were killed around dwelling houses, the smell of the dead decaying rodents would be very offensive, and they would be where it would be impossible to get at them. The plan of sprinkling concentrated lye in the runways appeals to us as a good one. The rat steps on the lye with moist feet and he immediately feels a burn. He licks his feet and there is more burn and he makes himself scarce.—Farmers' Guide.

FAT HORSES THE DEMAND.

The day of the thin-fleshed horse is passed. Strange, yet true, high-priced feeds have brought an increased demand for higher conditioned animals of all kinds. The poor, old cow is not much in demand, fresh beef and fat beef is what the beef eater asks for regardless of price. The canned beef is not the thing with the common people or the uncommon. The same is true with mutton and pork eaters; everybody wants high conditioned, fleshy animals.

The poor old horse and thin young horse is discriminated against in the market until the horse dealer has become a horse conditioner, or more properly speaking, there has been created through this demand for flesh a new middle man whose business is buying up the out-of-condition horse and putting him in the feed lot, where a bunch of his kind are congregated to be fed out, fattened like a lot of steers for the fat market, except the fat horse goes to the city horse market to be sold and put into team work on the streets.

The heavy draft horse made fat is in demand, and if in matched teams brings the top prices in the market. Fine, stylish, big horses, of course, mean much more than merely fat horses, but this excellent quality of horse to sell for the highest price must be in high flesh. A fat horse always looks good, especially to the man who knows little or nothing about a horse, no matter what his imperfections may be. This is where the old saying originated, no doubt, "A high condition of flesh covers up many defects."

It is now customary among professional horse raisers and dealers to grow and put flesh on the colt just as rapidly as he can stand it. The sooner he attains horse size the sooner he is marketable and the more money he makes his producer. The stock raiser of to-day of any kind of animal seeks early maturity, and the faster and fatter the animal grows and develops the better for the profit side of the account.—Twentieth Century Farmer.

WHITE STRAWBERRY.

A California horticulturist, it is claimed, has produced a white strawberry which bears all the year 'round. This berry is the result of a long series of experiments with crossing varieties under different conditions. The originator claims to have produced two distinct varieties of berries, which will bear through the full year. One is white and the other red, and both are said to be of excellent flavor.—Farmers' Home Journal.

TWO GOOD MULLEINS.

Two of the newer Mulleins (Verbascums) likely to come to the front are called A. M. Burnie and Caledonia, and will be welcomed by those who like these effective border flowers. A. M. Burnie is a plant of good and effective growth, while Caledonia has sulphur yellow blooms, suffused with lake color. Both flower from June to August. These hybrid Mulleins are fine things in the border, and grow in any common soil.—Indianapolis News.

PHILADELPHUS LEMOINEL.

Every horticulturalist knows the old sweet scented mock orange, Philadelphus coronarius, renowned everywhere for the delightful odor of its flowers. This species is of European origin. There are several species natives of our Southwestern States, but these are not sweet scented, or but slightly, neither are the varieties raised from them. They are fast growers and have large flowers, which is desirable for many situations, such as where a showy shrub is required which will grow to a good size quickly. The sweet scented one referred to, coronarius, is a rather low grower, more inclined to bushiness than height, but everywhere planted for its perfume.

There is a newer one in collections, called Philadelphus Lemoinel, the fragrance of which is delicious, more powerful than that of the old sort; it reminds one of the fragrance of grapes when in flower. Its growth is tall and slender, yet stout enough to bear the weight of the numerous flowers it produces, blooming at the same time as the other mock oranges do with us, viz., the first week in June. Its fragrance will insure it a place in every garden as soon as its character in this respect is known. It is of the European type, and equally as hardy as the old sweet scented one, coronarius.—Florists' Exchange.

BRUSSELS SPROUTS.

This vegetable is a valuable addition to the kinds usually grown in the home garden. It is a close relative of the cabbage and cauliflower, but instead of producing a single head the plant forms a number of small heads in the axles of the leaves and these heads are called sprouts and are the edible part of the vegetable. The sprouts average one or two inches in diameter.

The seed should be sown in the open ground as early as the weather permits in April. When the plants are three inches high they should be transplanted or thinned out into rows twenty-four to thirty inches apart and about two feet apart in the row. The plants must be well watered after they have been moved. As the small sprouts begin to crowd the leaves should be broken from the stem to give the small heads more room. A few leaves should be left at the top of the stem where the new heads are to be formed.

In warm climates the plants may be left in open ground all winter, the heads being removed as desired. In more northern latitudes plants that are well laden with heads are taken up when the frost comes and set close together in a pit or cellar or "cold frame," where, with a little soil packed around their roots, they may be kept all winter.—Indianapolis News.

WISTARIAS.

It is a disappointment to many to wait so many years for their wistarias to flower, but it is useless to look for young plants to bloom. Wistarias, of all vines, must attain to the height of whatever they are trained to before flowers appear. When in bush shape, with no support at all, or but little, they flower much earlier than when they are set to climb to a great height.

Of the several species and varieties now in cultivation the good old Chinese still leads all in general worth. It is thought that multijuga, the Japanese one, would supersede it, because of the representations as to its lengthy racemes. These racemes are lengthy, it is true, two or three feet on vigorous plants, but as the flowers are much more scattered along them than they are on the Chinese, the effect is not as pleasing, hence the Chinese is still the leading one. As is well known, the Chinese has light purple flowers, but it has a white variety, an admirable sort, making a beautiful display when in flower.

Mentioning varieties, quite a difference in color from the usual form of the Chinese has been observed on plants raised from seed, many of them being much lighter than the type. Of course, locality and soil affect the colors of flowers, but in the case of these wistaria their colors seem permanent. — Florists' Exchange.