

BESSEMER IRON NEEDED BY STEEL CORPORATION

Said to Have Bought Many Tons and Secured More Options.

OTHER COMPANIES BUY Connellsville Coke Producers Inclined to Weaken, 'Tis Declared.

PITTSBURGH, July 14.—The Steel Corporation is in need of Bessemer iron to run its mills through July on account of the closing of several foreign districts.

Purchases of basic iron in values territory during the week by a Pittsburgh independent steel company for July-August shipment aggregated 22,000 tons, all at \$13.25 valley furnace.

Bessemer iron for prompt shipment is firm at \$14.25 valley, but for any considerable tonnage for forward delivery the best quotation is \$14.00 valley, which is \$1.50 delivered Pittsburgh.

Coke producers seemed to be weakening at the close of the week in the deadlock between even pig iron interests and Connellsville furnace coke contract prices for last half.

For five weeks the Connellsville operators have held firm for \$2.50 on any delivery after July 1.

The shortage of prompt coke was very severe in the latter part of the week, and furnace threatened to buy in West Virginia rather than accede to the Connellsville demands.

At prices ranging from \$1.10 to \$1.80, but coke has been above \$2 either spot or contract, since April 1, when it took its first price leap during the scare over the possibility of a coal strike in the western Pennsylvania region.

Billions and steel bars were in limited supply during the week, the famine having been augmented by the unavoidable reduction in tonnage outputs by the extreme heat.

Stresses frequently had to be put on half time in the open hearth plants, the heat being past physical endurance.

The same causes cut down outputs in many finishing mills, and deliveries for the next two weeks on tonnage specified and on the mill schedule for rolling promise to be greatly delayed.

The action of the leading producers in officially announcing the price of annealed sheets \$1 a ton to the 1.40c base, while it was only a four-month quotation of a price already established through the demand for annealed goods, had the effect of stiffening the entire market in sheets.

Old minimum of 1.30c for black sheets has been definitely withdrawn by virtually the entire trade.

Cases of individual announcements of price advances are reported, the lines affected including hoops and bands, shafting, railroad spikes, tin plate, sheet piling, concrete reinforcement and other specialties.

The advances ordered range from 5c to \$1. Officially, none of these lines has had any general change in price, the announcements being merely the withdrawal of old quotations.

The hesitancy in the placing of steel contracts during the last two weeks it develops is the result of the announcement of higher prices by the companies on July 1.

The car companies and the business houses that they can get out between now and October 15 at the rate the mills have agreed to supply the steel.

Deliveries of steel could be assured the car companies could take on some extra business.

GARDENS ON VACANT LOTS. Kansas Town's Solution of Problem of High Cost of Living.

Two thousand acres of land within the limits of Kansas City, Kan., is under cultivation. It is estimated by the city officials that if all the garden plots in that city were cut up and divided among the different families that there would be 900 square feet of cultivated garden for every home in the city.

The metropolis of Kansas has out-Pinkered Detroit and out-Johnsoned Cleveland. Flouring on the population heads Kansas City leads the cities of the world in the utilization for gardening purposes of its vacant lands.

Along the right of ways of the different railroads in Kansas City, Kan., 500 acres of land is under cultivation. No rent is paid for this land. Some one living near by simply spades it up and plants a garden and the railway companies do not interfere.

At Seventh street and near New Jersey avenue is a sunken tract that has been a wet swamp in other years, but this spring a man drained it and ploughed it and planted it with potatoes that are six inches above ground now and very thrifty.

It is estimated that in the Crofton district alone there are 300 gardens in front and back yards. Those foreigners learned the art of gardening in a country where every foot of cultivatable land is utilized and they follow out that plan here. Every square foot of available space is planted. Many of these little gardens are on steep terraces.

Intensive farming is meeting with success all over the city, one of the finest examples of this being on the 25 foot lot of the Tidings of Joy Mission. The Rev. Evan W. Howard, the pastor there, besides being a minister of the gospel and a home missionary, also is a farmer. He learned farming in Indiana.

On a lot twenty-five by sixty feet the Rev. Mr. Howard has been supplying about every one in his district with their lettuce, onions, radishes and mustard greens. Amateurs would do well to examine the Tidings of Joy Mission back yard garden on that small plot of ground the minister has already raised in abundance early spring

HOW COPPER SELLERS BECAME THE BUYERS

An Explanation of at Least Part of London Break in Standard Warrants.

NEW YORKERS OVERSOLD. So They Had to Get More of the Metal—Comment of an Independent.

The large producing and selling interests in the copper trade have been most persistent in their contention that the break in the London copper market has been removed from the electrolytic market in this country.

Furthermore, beyond what their London cables have told them of speculative selling for short, economic well as the realization of profits for long account they have acknowledged ignorance as to the true condition accompanying the slump in standard warrants in Europe.

The six undertook to ascertain more minute details regarding this situation and discovered a man in close daily touch with the copper trade who was willing to go on record with what he knew of the matter, facts that came to him through his association with those who buy and sell the metal.

M. E. Appelbaum, an independent copper dealer who handles in the neighborhood of 50,000,000 pounds of copper annually, has had some first-hand information which he gave to writer yesterday.

About the time that this situation occurred rumors were spread in London of large hidden stocks in the United States. Naturally after a five cent pound advance a large bull following in standard warrants had sprung up in the market, wishing to catch their profits, started selling.

The best proof that there has been no manipulation in the market has been the fact that none of the large interests have come to the support of the market or they have known that the strong statistical position of the metal would bring about a rebound in prices as soon as the selling had ceased.

Seeing the break occur large New York interests tried to buy large quantities of electrolytic for July and August, clearly showing that they had heavily oversold. So far the quantities obtained by them have been insignificant.

Consolidation has been heard that while producers advanced their prices with the standard market they did not follow the recent decline. The best answer that could be made is that they could not do so even had they desired. In order to sell at any price for nearly delivery one must have it and as I stated before the same selling interests being heavily short and desirous of purchasing copper could not afford to offer copper at lower prices.

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SPEED OF GERMAN TRAINS. Not Often Great—Some Long and Fast Runs With Few Stops.

The speed of German passenger trains, even of the express trains, is not usually remarkable. The so-called Schnellzüge and Eilzüge (fast trains and hurry trains), for the first of which an extra charge is made, are both ordinarily deliberate in their movements, say Continental and Trade Reports, and according to the same source, they often spend much time between stations, usually in sight of one another.

Attraction for German trains usually run on schedule time. The new summer timetable for the German State railways systems, just issued, shows some advances in speed, principally of course for through trains. The fastest train in Germany is the so-called D-Zug 20, between Berlin and Hamburg, which maintains an average speed of 53.177 miles an hour.

This throws into second place the express from Munich to Nuremberg (leaving Munich at 8:15 A. M.), which heretofore has been the fastest train in Germany, with an average speed of 54.901 miles an hour. In the third place is an express train from Berlin to Halle, with an average speed of 54.929 miles an hour, and the fourth place is held by the express from Freiburg to Appenweier, in Baden, with an average speed of 52.941 miles an hour.

The best German trains frequently cover long distances without stop and high rate of speed. The record in this particular is held by the Munich-Berlin express for the run between Nuremberg and Halle, a distance of 193.11 miles, which is covered without stop at an average speed of 43.19 miles an hour in spite of the heavy grades in crossing the Thuringian Mountains.

Other long runs without stop are Berlin to Hamburg, 178.33 miles, at an average speed of 55.18 miles an hour; Munich to Würzburg, 172.12 miles, at 50.33 miles an hour; Berlin to Hanover, 157.83, at 50.39 miles an hour; Schiedelmuhl to Berlin, 153.18 miles, at 50.46 miles an hour, and Breslau to Frankfurt, on the Oder, 154.10 miles, at 50.77 miles an hour.

The fastest long distance trains in Germany are the Berlin-Hanover-Dortmund express, which covers 292.04 miles with but three stops, at an average speed of 50.57 miles an hour; the Göttinger-Breslau-Berlin express, 316.90 miles with four stops, at 50.14 miles an hour; the Berlin-Königsberg express, 308.61 miles with three stops, at 50.14 miles an hour; the Munich-Berlin express, 419.42 miles with two stops, at 47.78 miles an hour; the Berlin-Frankfurt on the Main express, 324.02 miles with five stops, at 47.50 miles an hour; the Munich-Würzburg-Frankfurt on the Main express, 256 miles with four stops, at 47.04 miles an hour; the Berlin-Hof-Munich express, 215 miles with four stops, at 44.43 miles an hour.

Among the indications of the commercial growth which occurred last year was the increase of freight receipts on the freight traffic receipts of the railroads compared with 1910. The total receipts from the freight transported on the German railroads last year were valued at \$440,000,000, and from passenger transportation \$195,200,000, a gain of nearly \$100,000,000. A portion of the increase in freight receipts was due to the fact that the volume of the low water in the navigable streams following the dry summer, much bulky freight normally transported by barges was diverted to the railroads during the autumn months. There was, however, an offset in the fact that in order to alleviate the distress caused by the almost total failure of the railroads, many agricultural products such as 50 per cent.

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BLIND MAN AN ENGINEER. He Has Never Had an Accident From Overheated Boilers.

From the Cleveland Leader. Blind almost since infancy May Copeland, 44 years old, despite his handicap has made a name for himself in the engineering world. He is a most peculiar realization of the low water in the navigable streams following the dry summer, much bulky freight normally transported by barges was diverted to the railroads during the autumn months. There was, however, an offset in the fact that in order to alleviate the distress caused by the almost total failure of the railroads, many agricultural products such as 50 per cent.

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