

Cheese firmer, at 10½c. to 11c. at the factories, and 11½c. to 12c. in a jobbing way. The cattle trade is quiet, at unchanged prices. Choice stall fed steers are worth about 6½c. per lb. live weight, and grass-fed 4½c. to 4¾c. for butchers' use. Hides are firm, and pelts and lambkins 5c. higher, at 80c. and 40c. respectively.

There has been a small trade in breadstuffs since our last review and prices are rather easier, in sympathy with the west. Superior extra flour sold on Tuesday and Wednesday at \$5.70, and extra the latter part of last week at \$5.65, but at the close to-day \$5.60 was the best bid for fresh ground. Bran sold to-day at equal to \$11.50. Wheat quiet, with demand almost restricted to the immediate wants of millers. A car of spring by sample sold on Tuesday at \$1.30 on track, and No. 2 is worth about this figure. No. 1 spring nominal at \$1.31 to \$1.32. No. 2 fall offered to-day at \$1.25 with \$1.24 bid for a car on the Nipissing. Peas were wanted at 82c. with sellers at 83c. Oats in good demand and firm, in absence of free offerings; ear lots sold at 49c. on track. Other grains nominal at quotations.

## The Iron Trade.

### PITTSBURGH.

THE GREAT STRIKE OF IRON-WORKERS—ALL FURNACES AND IRON MILLS WEST OF THE ALLEGHANY MOUNTAINS AND NORTH OF THE OHIO RIVER IDLE—PUDDLERS AND FINISHERS SOMEWHAT AT VARIANCE—EASTERN-MADE IRON COMING WEST—DISTRESS AMONG COAL-MINERS ON STRIKE—QUOTATIONS.

(From Our Own Correspondent.)

Pittsburgh, July 3rd, 1882.

The strike continues to be the most prominent feature in connection with the iron industry of the United States, as on its duration hang events of the greatest moment to the trade. If it should continue till late in the autumn it would not only cause great distress among the working men, both skilled and unskilled, but no doubt serious embarrassment among some of the manufacturers, and, moreover, would transfer a large portion of the trade from this country to Europe, especially to England. Leaving out the Cincinnati district, which is a small one, and single mills here and there, every mill west of the Alleghany mountains and north of the Ohio river is idle. The total number of mills in the section of country named is about 125, containing something like 2,400 puddling furnaces.

In this district, Kirkpatrick & Co., whose mill is in Leechburg, Armstrong county, and office in this city, resumed operations last week with their old hands, but after only working a few days the hands quit again. They agreed to work at last year's rates, and signed a paper to that effect, but from some cause—probably the intervention of the officers of the Amalgamated Association of Iron and Steel Makers—they violated their agreement. So that the situation in this district is again the same as it was at the date of my last letter; and the same is true of the other districts.

There is a pretty general belief that unless the strike soon ends the "finishers"—that is, the heaters, rollers, &c., except the muck rollers, will split off from the puddlers. The strike has not been popular among them, and, besides, they complain that they have not as much representation in the Union as they are entitled to. In this connection, it is significant that a meeting of the finishers of the First, Second, and Third Districts, composed of Pittsburgh, the Shenango, and Mahoning Valleys (the former in Pennsylvania, the latter in Ohio), and Wheeling, W. Va., and vicinity, is to be held in this city to-day. It is scarcely probable that the leaders will permit a rupture in the Amalgamated ranks, but on the other hand it is probable that if the finishers make a peremptory demand for increased representation they may get it; in which event they may be strong enough, with the aid of dissatisfied puddlers, to give a majority vote against the continuance of the strike. More will likely be known by Tuesday morning.

Mr. Jones, secretary of the Miners' Association, a few days ago issued a very able, eloquent, and pathetic appeal for aid for the striking miners along the "Panhandle" railroad, whose families are represented to be in a condition of dire want. The appeal is mainly addressed to the labor

organizations throughout the entire country. The strikers have heretofore been supported largely by their brethren in the mines along the Monongahela River, but owing to the glutted condition of the coal markets west and south, most of the latter are now also out of employment.

There have been a few sales of eastern iron and nails in this market since the strike began, and also a lot of English sheet iron; the latter selling below the card rate here. If the strike should continue for a considerable period of course such sales would become common.

**Pig Iron**—The only sales reported last week were 100 tons of extra anthracite foundry at \$25, cash, 15 tons Lake Superior hot-blast charcoal foundry at \$34 cash, and 20 tons No. 1 coke foundry, from Pennsylvania ore, at \$24, cash. **Manufactured Iron**.—Trade is reported quiet, and prices steady at card rates, although it is stated that some manufacturers have advanced bars to 8c. Card rates remain as follows: Bar, 2 50c; 24 sheet, 4.30c; tank, 3.30c; C. H. No. 1 boiler plate, 5½c; homogeneous steel do., 6½c; hoop iron for common barrel hoops, 3.10c. to 3.30c; lighter sizes, 3.20c. to 5.10c.—all 60 days, or 2 per cent. off for cash.

**Nails**.—Both Pittsburgh and Wheeling are reported bare of stocks, and nails are selling in a jobbing way at \$3.60 per keg, 60 days, or 2 per cent. off for cash. There is a fair local demand. **Wrought Iron Pipes and Tubes**.—Business fair, but orders mostly small. Production has almost

if not entirely ceased, the strike having stopped the supply of scrap iron from which to make pipe. Discount on gas and steam pipe, 60 per cent on boiler tubes, 42½ @ 45 per cent; net prices of oil well casing, 67½ @ 70 cents per foot; oil well tubing, 20c. per foot, net. **Steel**.—No changes to report; trade continues quiet. Best quality refined cast steel, 12s. per pound; crucible machinery steel, 7½c. **Steel Rails**.—Trade quiet; manufacturers still quote at \$50, f.o.b. cars at the works. **Railway Track Supplies**.—Spikes unchanged at 8c. @ 3.15c. per lb. 80 days; splice-bar nominal at 2½c., f.o.b. cars Pittsburgh; track-bolts, nominal at 3.75c. for square nut, and 3.9½c. for hexagon, cash f.o.b. Pittsburgh. Stocks of splice-bars and track-bolts are nearly if not quite exhausted, and the local supply is cut off by the strike. **Old Rails**.—Have declined in price within the last fortnight. Double heads have sold at from \$28.50 to \$29.50, and tees at \$26.50 to \$27.50. **Scrap Iron**.—The movement continues very light. Railway machinery scrap is quoted at \$26 @ \$28 per net ton, old car wheels at \$27 per gross ton; and steel rail ends at \$26 @ \$26.50 per gross ton; cast borings, \$14 to \$15 per gross ton. **Window Glass**.—Prices are without change; double strength, 60 and 20 per cent. discount from list; single strength, 60 and 10 per cent. **White Lead**.—Demand continues to be sufficient to keep the works busy; prices steady at 7c. @ 7½c. per pound, in kegs, either dry or in oil. **Linseed Oil**.—Has declined a cent; raw is now 5½c. per gallon, by the barrel, and boiled, 57c. **Connellsville Coke**.—Consumption has declined about 10,000 tons per week, the aggregate consumption now being something like 60,000 tons. Prices same, \$1.50 @ \$1.75, per net ton, f.o.b. cars at the ovens.

### PHILADELPHIA.

SIX MONTHS' RETROSPECT—COMBINATION OF FORTY RAILROAD COMPANIES FORMED—COMPETITION TO BE PUT UNDER CONTROL, AND RATES TO BE ADVANCED—THE FREIGHT HANDLERS' STRIKE—PRESENT STRENGTH AND OUTLOOK OF THE IRON TRADE.

(From Our Own Correspondent.)

PHILADELPHIA, July 4, 1882.

To-morrow we enter on the second half of the year under encouraging auspices. Everything points to favorable results. The kings of Wall-street have been compelled to let stocks take care of themselves for six months and rely upon legitimate business, while last year's errors were working themselves out, and this year's crops were fighting chances. The best results on hand to-day assure the commercial and speculating world that everything is as they desire. The money centres are well supplied. Rates are lower. Opportunities for investment are not very numerous since the railway channels were closed. The railroad disputes are not only settled but the "pool" with its forty railroad companies have advanced freights \$2.40 per ton on west-bound freights, despite the feeble and futile protests of the indig-