

# Internal Commerce During Month of Jan.

Leading internal commerce movements for the month of January, as reported by the bureau of statistics of the department of commerce and labor, show that the grain movements for the month were slightly larger than a year ago, and that live-stock receipts at leading western markets were exceptionally high, while the movements of iron, coal and lumber show a material reduction.

Receipts of live stock at 7 interior primary markets during January, 1,908, show a considerable increase over the figures for the preceding month, as well as the corresponding 1907 and 1906 receipts of 3,861,445 and 3,886,358 head. All the markets in question show larger receipts for the month than a year ago, the increase, however, being due exclusively to the larger receipts of hogs, the receipts of other classes of animals being lower than a year ago. Of the total receipts for the month, cattle constituted 731,835 head, calves 48,830, hogs 2,998,260, sheep 691,958, and horses and mules 38,955 head.

Grain receipts during January at 11 interior primary markets, 65,411,132 bushels, were slightly in excess of the January, 1907, receipts of 62,877,975 bushels, though below the January, 1906, figure of 70,855,886 bushels. Increased receipts as compared with the 1907 figures are reported, among others, for Chicago, Minneapolis, Duluth, and Kansas City, while smaller arrivals are reported by St. Louis, Milwaukee and Omaha. The total grain receipts were made up of 17,451,996 bushels of wheat, 23,221,125 bushels of corn, 16,259,225 bushels of oats, 6,458,789 bushels of barley, and 949,997 bushels of rye, besides 2,066,696 bushels of flaxseed which did not enter the grand total stated above.

Shipments of packing-house products from Chicago during the month, 213,298,123 pounds, while larger than the December, 1907, figures, mark, however, a decrease as compared with the corresponding January, 1907, and 1906 shipments of 225,174,790 pounds and 257,534,955 pounds, the main decreases occurring under the heads of fresh and pickled beef, tallow and tallow, while shipments of canned beef, 7,360,200 pounds, were about 1 1/2 million pounds in excess of the January, 1907, shipments though less than half of the January, 1906, movements. Shipments of cured meats and hides were also larger than a year ago.

Live-stock receipts at four principal Atlantic seacoast cities—Boston, New York, Philadelphia and Baltimore—during the month of January, aggregated 972,186 head compared with 718,583 head received during the same period in 1907. Of the total received during the month at the four cities named, 117,046 were cattle, 541,966 hogs, 32,598 calves, and 280,626 sheep. The increase, as compared with the returns for January of last year, were particularly heavy in the cases of sheep and hogs.

Grain and flour receipts at the above-named cities for the month aggregated 18,299,992 bushels, compared with 21,841,991 and 32,830,494 bushels received at these cities during January of 1907 and 1906. Of the total given, Boston is credited with 2,022,810 bushels, New York with 7,332,580 bushels, Philadelphia with 3,340,330 bushels, and Baltimore with 5,002,372 bushels, all the cities, with the exception of Baltimore, showing considerably smaller receipts than a year ago.

Sight receipts of cotton for the five months of the season beginning September, 8,239,354 bales, were 16 per cent below the corresponding 1907 receipts for the preceding season, though about a quarter of a million bales in excess of the corresponding 1905-6 season figures. Port receipts during the same period were 6,252,826 bales, compared with 7,318,599 and 5,702,805 bales received during the 1906-7 and 1905-6 seasons. American spinners' takings for the first five months of the season are given as 2,157,344 bales, of which 56 per cent are credited to southern mills. Total American stocks at the end of January aggregated 1,312,824 bales, compared with 1,815,657 bales and 1,589,024 bales at the end of January, 1907, and 1906.

Shipments of pine lumber from the Mississippi and Wisconsin valleys for the month are reported as 47,236,924 feet and mark a slight improvement as compared with the shipments for the preceding month, though being much below the corresponding January 1907 and 1906, figures of 105,947,948 and 117,941,373 feet. The shipments of yellow pine lumber from 8 southern and southwestern states during the month, 298,739,682 feet, while in excess of the unusually low December figures, were almost 100 million feet below the January 1907, shipments. Coastwise receipts of southern pine at New York during the month ending January 25, 22,916,790 feet, were considerably below the corresponding 1907 and 1906 figures of 31,546,021 and 47,108,506 feet.

Shipments of redwood lumber from the Upper California during the month aggregated 16,928,635 feet, compared with 33,411,576 feet shipped during January, 1907. Arrivals of pine and fir at California points likewise show a considerable decrease, from 131,614,238 feet in January, 1907, to 84,708,107 feet in January, 1908. The arrivals of pine and fir at San Francisco Bay during the month were 48,977,926 feet, compared with 78,619,519 feet during January, 1907. Domestic lumber shipments from Portland during the month totaled 6,149,450 feet, as against 9,141,572 feet shipped during January, 1907, while the total shipments, including exports, for the month 17,702,092 feet, were heavier than the total shipments during January, 1907,

12,515,569 feet. Building operations during the month in 47 leading cities likewise show a considerable reduction, the total value of building permits issued in these cities being \$16,870,910, against \$20,729,162 during January, 1907.

January figures of coal and coke traffic for 7 leading eastern coal-carrying roads, 8,554,969 tons, show a 29 per cent decrease as compared with like figures for January, 1907. The shipments of bituminous coal during the month, 6,864,577 tons, were about 24 per cent below those for January, 1907, while the coke shipments, 1,146,688 tons, show a decrease of over 53 per cent. The anthracite coal traffic over the Baltimore and Ohio and the Pennsylvania Railroads, 524,704 tons, being less subject to the vicissitudes of industrial demands, shows the relatively small decrease of 9 per cent, as compared with the January, 1907, figures. Total anthracite coal shipments from eastern producing territory for the month, 5,619,323 tons, were heavier than during December, 1907, and in excess of January shipments of earlier years except those during January, 1903, when 5,961,950 gross tons were shipped. The estimated coke production at Connellsville, including the lower district, during the first five weeks of the year, 892,346 net tons, was about 60 per cent below the corresponding 1907 total, the number of idle ovens having increased from 1,045,525 gross tons, show a further decrease of operations since the recent depression set in, the corresponding 1907 and 1906 figures being 2,295,697 gross tons and 2,068,893 gross tons. The only district which shows an improvement, as compared with the December output is the Pittsburgh district, which reports a production of 295,575 gross tons for January, as compared with 258,412 gross tons for December.

The number of cars handled during the month by 26 reporting car-service associations was 2,161,127, against 2,715,426 in January, 1907, and 2,704,386 in January, 1906. While the operations reported, in all cases except two, were uniformly smaller than for January, 1907, the decrease appears to have been especially heavy in the territory covered by the Pittsburgh Car-Service Association, which reports the number of cars handled during the month as 122,130, or 45 per cent below the January, 1907, operations. Another large decrease is reported from Philadelphia, the January, 1908, figures, 137,581 cars handled, being about 30 per cent below the corresponding January 1907, figures. The Alabama Car-Service Association likewise reports a heavy shrinkage of operations, the January, 1908, total, 47,546 cars, being 36 per cent below the January, 1907 figure.

Figures compiled by the committee on car efficiency of the American Railway Association at Chicago indicate a similar situation. According to the latest bulletin of the committee, the number of idle cars of all classes, on 153 reporting roads, was 339,053 on January 22 of the present year, compared with 3,946 idle cars reported at the end of October, 1907. As against this surplus, a shortage was reported of 90,757 cars under that date while the shortages under date of January 22 totaled only 738 cars. The largest number of idle cars for the latter date is reported by roads in the eastern and middle states, and over 46 per cent of the surplus cars reported from these two sections were of the coal, gondola and hopper type—i. e., such as are used mainly in the transportation of coal, coke, ore and pig iron. The situation in the central and western sections of the country, to judge by the decrease in the number of idle cars since January 8, shows a slight improvement, though for the more industrial sections of the country, including New England, New York and Pennsylvania, there are as yet no signs of increasing activity in the transportation field.

## Penn. Labor Federation

Allentown, Pa., March 10.—The seventh annual convention of the Pennsylvania State Federation of Labor, which began its session in this city today, is the largest meeting in point of attendance ever held by that organization. Delegates representing nearly all the large labor bodies of the state faced President E. E. Greenwalt, of Lancaster, when he called the gathering to order. The address of the president and the annual reports of the other officers were the chief features of the initial session.

The address of President Greenwalt contained a brief summary of the progress made by organized labor in Pennsylvania during the past year, as well as numerous suggestions and recommendations for the consideration of the convention. The convention will remain in session three or four days, and many subjects of importance to labor will be considered. The advisability of organized labor taking part in the coming political campaign will be discussed. Another matter that will receive attention is the recent decision of the supreme court upon matters affecting labor.

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## Politics And Politicians

The managers of the Hughes campaign are counting on having the votes of the eight delegates from Vermont at the national convention.

W. S. U'Ren, the father of the Oregon initiative and referendum law, has announced his candidacy for the seat of the United States Senator Fulton.

Senator Isaac Stephenson, of Milwaukee; Congressman Henry Allen Cooper, of Racine, and Atley Peterson, of Soldiers Grove, are slated as the La Follette delegates-at-large from Wisconsin to the Republican national convention.

It is reported that Joseph Ralph Burton, formerly United States senator from Kansas, and a life-long republican, is about to renounce his allegiance to the old party and join the democratic camp. The report has been strengthened by the fact that Mr. Burton attended the recent Democratic state convention at Hutchinson and was also present for the Bryan banquet at Topeka.

No president of the United States has ever attended the national convention of his party. Garfield and Bryan were delegates in the convention of their respective parties when nominated for the presidency, and Roosevelt was a delegate-at-large from New York when he was nominated for vice-president. Arthur Sewall, Bryan's running mate in 1896, was an active worker at the Chicago convention which nominated him, although not a delegate.

William C. Bradley, the new United States senator from Kentucky, was born in that state in 1847 and admitted to the bar by special act of the legislature in 1865, being under 21 years of age. In 1870 he was elected prosecuting attorney, and after having been many times delegate to republican national conventions he received 100 votes for vice-president in the election of 1888. His election to the governorship of Kentucky occurred in 1895, when he broke all records and turned a registered democratic majority, estimated at 40,000 into a republican plurality of 3,212. In 1896 he was endorsed for president by the republican convention of Kentucky.

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