

WENT DOWN DURING A GALE

Cruiser Maria Teresa Lost in the Bahamas.

NOW LIES THREE MILES DEEP

Strain Opened Leaks Which Could Not Be Stopped—The Men Were Saved, But Lost All Their Personal Effects.

Charleston, S. C., Nov. 8.—The tug Merritt put into Charleston this morning, and reported the loss of the cruiser Maria Teresa off San Salvador, the Bahamas, November 3, in the midst of a furious storm.

The cruiser left Caimanera, Cuba, on the morning of October 30 in tow for New York. She had already passed Cape May and started northeast around the Bahamas. A furious storm overtook her, and in her condition she was unable to weather the gale. The strain opened rents in the hull which had been patched to enable her to make the journey, and she began to fill rapidly. The Merritt took off Lieutenant-Commander Harris and crew from the sinking ship and she soon went down. The Merritt brought the officers and men here. No lives were lost.

This afternoon the survivors came ashore. They lost all their clothing and personal effects.

The Teresa sank 30 miles off Walling Island at midnight Tuesday. She met the storm Tuesday morning and began to strain. Parts of the hull thought to be safe became weakened, rivets broke and water made rapidly in the hold. The boilers began to give way and finally the water extinguished the fires in the engine-room. The pumps would not work. The whole vessel showed signs of collapse and the men stood stripped awaiting orders to quit the ship. The Vulcan was towing the Teresa while the Merritt rescued 114 of the crew, made up of volunteers from the Cincinnati, Newark and Vulcan. Ropes were cut and she then rapidly filled.

The Merritt then headed for Charleston with the rescued. The crew left this afternoon for Norfolk.

Opinion at the Navy Department.

Washington, Nov. 8.—No orders were issued by the navy department up to the close of office hours as to the disposition of Lieutenant-Commander Harris and his crew, and Captain Crowinshield, of the bureau of navigation, said no orders would be formulated tonight. It is the opinion of the navy department that the government has lost, besides the value of the ship herself, only the amount of the per diem of \$800 per day through the sinking of the vessel, because the contract appears to have required the delivery by the wrecking company of the vessel at the navy yard at Norfolk. According to the contract, salvage was to consist of such further compensation over or above the per diem and stipulated expense as might be awarded by a board appointed for that purpose, consisting of a representative of each party and a third party, their survey to be made after the vessel's delivery at Norfolk. The first thing in order now is a court of inquiry; in fact, the department has no option in the case of the loss of a vessel under such conditions. This court is required to fix the responsibility for the loss.

COAL MINE DISASTER.

Seven Men Killed Through an Engineer's Carelessness

Wilkesbarre, Pa., Nov. 8.—Seven men were killed and three fatally injured at the Exeter colliery of the Lehigh Coal Company, at West Pittston, today. The accident was due to the alleged carelessness of Engineer David Price, who, acting in disobedience of positive orders, caused three cars to run in to the top of the shaft. These cars, loaded and weighing 11 tons, fell down the 360-foot shaft and crashed with frightful force upon a carriage carrying 10 men. Seven were almost instantly killed. They are:

Michael Smith, Andrew Tinko, Michael Podesabany, Michael Brazuke, Joseph E. Culock, Michael Wasloke, Joseph Andrews.

The accident occurred as the men were going to work, and being sent down the shaft in parties of 10. Price, in charge of the little donkey engine, was shifting loaded cars from the new red ash shaft some distance away. This track approached the head of Exeter shaft, and at a distance of 80 feet from it curved gently to the right and around the shaft to a breaker. At a point where this track commenced to curve was a switch and 20 feet of track leading to the head of the shaft, which was used for storing crippled cars. Close to the head of the shaft it was closed by a head block.

The train was going at good speed, when, instead of curving around the shaft, the cars dashed into the switch, which was open, struck the head block, dashed through it, and three of them toppled down the shaft. About 20 feet from the bottom they struck the carriage with awful force, completely wrecking it. The mass of wreckage fell to the foot of the shaft, choking it, and when, after hard work, the men were extricated, seven were dead and three fatally hurt.

A Murderous Boutsawin.

San Francisco, Nov. 8.—There was a serious row, almost resulting in a murder on the British ship Peleus, in port here, today. Boatswain Charles Wilson came aboard under the influence of liquor. He ordered three men to wash down the decks, which work they had just done. A quarrel ensued, during which John McIntosh and Michael Scott were stabbed several times with a large sheathknife by Wilson. McIntosh has a very slight chance to recover.

GAS EXPLOSION.

Supreme Court Room in National Capitol Wrecked.

Washington, Nov. 8.—An explosion and fire at 5:13 this afternoon wrecked the supreme-court room and the rooms immediately adjoining it on the main floor of the capitol. The damage is enormous. The entire central-eastern part of the great marble pile from the main floor to the subterranean basement, practically is a mass of ruins. The force of the explosion was so heavy that the coping stones on the outer walls, just east of the point where the explosion occurred, were bulged out nearly two inches, and locked doors were forced open from their hinges quite 150 feet from the scene of it. Fire followed the explosion so quickly as to seem practically simultaneous with it.

The explosion shook the immense structure to its foundations, and was heard several squares from the capitol. It occurred in a small room tightly inclosed by heavy stone walls in the subterranean basement, immediately below the main entrance to the old capitol building. In this room was a 500-light gas meter, which was fed by a four-inch main. Very little gas is used in that part of the building, but at the time of the explosion the gas had not been turned off at the meter. The meter itself was wrecked, and the gas pouring from the main caught fire. The flame originating from the explosion darted up the shaft of the elevator, which had been completely destroyed by the force of the explosion, and communicated with the record-room of the supreme court, the office of the marshal of the court and the supreme court library.

Before the flames could be subdued, the priceless documents in the record-room had been almost totally destroyed, and serious damage had been done in the marshal's office and some minor rooms in the immediate vicinity.

The library of the supreme court, located immediately beneath the supreme court room, was badly damaged by fire, smoke and water, practically destroying the great collection of law reference books. The library contained about 20,000 volumes and was used not only by the justices of the supreme court but by members of congress and lawyers practicing before the supreme court.

The most serious damages, in the opinion of the justices of the supreme court, is to the records stored in the sub-basement. These included all of the records of cases and opinions rendered by the fathers of the judiciary of the government. Apparently the documents in this room are either totally destroyed or so badly damaged by fire and water as to be useless.

UNDER A FALLEN ROOF.

Collapse of a Theatre Building in Detroit—Fifteen Workmen Killed.

Detroit, Mich., Nov. 8.—The new five-story Wonderland theater building is tonight in a hopeless state of collapse, and 15 or more lives have been sacrificed by an appalling accident which occurred there this afternoon.

Shortly before 2 o'clock, while some 35 men were at work in various parts of the half-finished theater portion of the structure, the roof fell in without a second's warning. Nearly every workman was carried down into the theater pit. The top gallery was crushed down upon the lower gallery, forming a sort of fatal hillside, down which slid broken steel girders, planks, timbers, brick and a great quantity of cement from the roof, and carrying along a struggling company of men into the pit below, very few of whom escaped injury. The front wall of the building remained practically intact, but the east side wall bulged out and buckled threateningly.

Notwithstanding the latter danger, the work of rescuing the injured and taking out the dead was rushed, and good progress made until 5:15, when the upper portion of the east wall fell, a shower of bricks striking around the crowd of laborers, officers and newspaper men, extinguishing the temporary electric lights and causing a stampede for the street. Fortunately none of those who were struck by the second downfall was seriously injured, although several were precipitated into the basement through the steel hoist, over which only a few loose planks were laid. Mayor Maybury and other city officials, who were on the scene, thereupon decided not to further imperil life in order to save dead bodies, and the work was suspended until tomorrow.

When the crash occurred two bodies were visible in the debris, but they were abandoned for the present. The dead are:

August Sallach, George W. White, Theodore Mertens, Martin Shafter, Cornelius McArron, James Gereschke, Angus Januchowski, John Greesleki. Two other bodies had been discovered in the debris at the time of the second crash.

The missing are: Peter Connors, Jacob Lewen, Frank Wolf, — Betts and O. Mullin.

Twelve other workmen were seriously injured. Of these it is feared that Edward Elsher, and J. W. Wilson will die.

The disaster is supposed to have been due to the use of faulty iron beams in constructing the supports for the very heavy roof.

The Utes Were Obedient.

Denver, Nov. 8.—Game Warden Swan returned from the Ute reservation of the state, and says there are no Utes there. The troops had no difficulty in persuading the Utes to leave, as they had already killed all the game they wanted.

Tacoma, Nov. 8.—Chief Alberg, an employe of the Blanton salmon cannery, was scalded late yesterday afternoon by escaping steam, caused by carelessness.

SAYS WE HAVE NO CLAIM

Spain Refuses to Sell the Philippines.

ACCUSES US OF BAD FAITH

Not Sanctioned by Protocol—Demands the Return of Moneys Seized at Manila After the Capitulation.

Paris, Nov. 7.—The Spanish commissioners, in the course of a two-hour session of the peace conference today, flatly refused to accept Monday's proposition by the Americans to take the entire Philippine group and to reimburse Spain for her "pacific" expenditures there.

This negative action was expected. The Spanish commissioners had also a number of positive declarations which filled some 37 typewritten sheets. In this statement the Spaniards held that the United States had no ultimate rights in the Philippines islands, and could have none save by the consent of Spain in these negotiations and upon terms satisfactory to her.

According to the Spanish contention in the formal statement, the United States entertained no thought of annexing the Philippines when the protocol was signed, or it would have been expressed in the protocol as clearly as the conditions regarding the cession of territory in the Antilles and the Orient. M. Cambon, before the signature of the protocol, received from Madrid, the presentment alleged, cable message, clearly setting forth that the maintenance of Spain's authority over the Philippines should not be affected by the protocol, to which reservation the United States made at that time no protest or objection. This dispatch to M. Cambon, as the Spaniards claimed today, embodied also the view that the United States had no valid basis for claims in the archipelago.

It was further held today by Senor Rios and his colleagues that the capitulation of Manila, having occurred after the signing of the protocol, and thus after the suspension of hostilities, was invalid.

With all this for a groundwork, the Spaniards made their first positive move against the Americans, and it constituted their counter proposition. They charged upon the United States a wrongful appropriation of public money belonging to Spain by seizing the tariff duties at Manila, and they formally demand the return of these moneys in the sum of nearly \$1,000,000.

On these same premises the United States was alleged to have made and held as prisoners the Spanish troops at Manila, in violation of international law, because done after the suspension of hostilities under the protocol.

A further charge was that by the imprisonment of the Spanish troops at Manila the United States had prevented Spain from quelling the insurrection, and had thus contributed to the violence against Spain after the cessation of hostilities.

Today's Spanish presentment also cited the refusal of the Americans to consider the Cuban debt on the ground that it was not sanctioned in the protocol, and demanded an adherence to this, as a precedence to the discussion of the Philippines, regarding a cession of which the Spanish commissioners held that the protocol made no mention.

In support of these assertions, arguments and demands, the Spanish presentment invokes Spain's record in the correspondence by mail and telegraph, though it is not known unofficially whether the Spaniards produced the message said to have been sent from Madrid to M. Cambon at the time the protocol was signed, in which, it was affirmed today, Spain reserved her Philippine sovereignty.

The presentment was read by Interpreter Ferguson, being rendered from the Spanish in which it was written, into English.

At the close of the reading, the Americans said they wished to have the Spanish statement rendered into written English for more careful consideration, and an adjournment was taken to Tuesday.

Pledged Their Policies.

Lincoln, Neb., Nov. 7.—A remarkable petition has been filed in the district court of Lancaster county by Charles F. David W. and George K. Brown, to seek to have receivers of the defunct Lincoln Savings bank restrained from selling to the highest bidder insurance policies aggregating \$15,000 on the lives of the Browns, pledged to secure a loan.

The novel claim is advanced that by thus disposing of the policies the lives of the plaintiffs are placed in jeopardy. The policies may be paid only at the death of the assured, hence the claim is made that by transferring them a dual inducement is offered to make away with the parties insured. Judge Holmes has assigned the case for hearing at the term of court which meets this month.

Disappointed in Love.

Seattle, Wash., Nov. 7.—E. N. Heinrich, son of a wealthy Watertown, N. Y., jeweler, committed suicide last night by drinking acid. Disappointment in love is assigned as the cause.

Lighted a Derelict.

Port Townsend, Wash., Nov. 7.—Captain John Hahn, of the Canadian schooner Victoria, reports that, September 29, he passed within 10 yards of a derelict. The craft had turned turtle, and appeared to be a vessel of about 100 tons. The derelict was in latitude 51 deg. 5 min. north, longitude 155 deg. 23 min. west, and in the direct track of vessels coming from Behring sea. The derelict is thought to be the British sealing schooner Pioneer, which is considerably overdue.

ON A BURNING SHIP.

Disaster Overtook an Atlantic Coast Steamer—Five Passengers Perished.

Vineyard Haven, Mass., Nov. 7.—A disaster at sea, fortunately with a small loss of life, five persons in all, was made known today by the landing here of survivors who escaped from the burning steamer Croatan, of the Clyde line, bound from New York for Wilmington, N. C., and Georgetown, S. C.

The disaster occurred November 1, about 18 miles north of Cape Charles, and about 206 miles from New York, from which port the steamer sailed October 31, with a general cargo and eight passengers. At 8 o'clock in the afternoon, the burned hull of the big freighter sank beneath the waves. Of the 27 persons who were on board, 23 have survived. These passengers were landed at this port this afternoon by the schooner Alice E. Clark, of Portland, Me., which was in the vicinity of the Croatan at the time she was burning. The Croatan's list of drowned is as follows:

Second Assistant Engineer Jeremiah McCarty, of Nova Scotia; leaves a widow in New York. Steward James Curtis, of Jersey City; Mrs. James Curtis, wife of the steward; Frank, an oiler; Jennie Willard, colored, Wilmington, N. C.

FELL THROUGH A BRIDGE

Eighteen Men Precipitated Into the Des Chutes River.

Olympia, Wash., Nov. 7.—A crew of eight men and a traction engine fell through a county bridge across the Des Chutes river, near the Waddell settlement, yesterday afternoon. They fell about 15 feet. Three of the men were seriously injured. The bridge had been undergoing repairs. The contractor had finished his work on it only a few moments before the accident. The notices for vehicles to keep off had not been removed, and the county commission had not accepted the bridge. The engine and crew were about two-thirds of the way across when the bridge fell, and the machine and crew were precipitated into the river. The engine is the property of Thompson & Dutcher, who talk of bringing suit against the county if they are not reimbursed for the damage done their machine and the cost of repairing it, which will be considerable. The names of the injured men are Dutcher, Ben Gibson and Piper.

Joseph McCarragher, engineer on the steamer City of Olympia, which was built by a joint stock company of business men of this city, and sent to Alaska for prospecting purposes last summer, has returned on a short business trip. The steamer is in winter quarters at Skagway. The crew have 13 good claims at Lake Atlin, which they will work in the spring. The men have secured a wood contract at Skagway which will keep them employed till spring.

FASHODA INCIDENT CLOSED.

France Announces the Withdrawal of Marchand's Expedition.

Paris, Nov. 7.—A semi-official note issued this evening says the government has resolved not to retain the Marchand mission at Fashoda, adding that this decision was arrived at by the cabinet after an exhaustive examination of the question.

London, Nov. 7.—The most reliable information from Paris confirms the earlier reports that M. Depuy, the premier, has decided to wash his hands of Fashoda and to recall Major Marchand, for whose mission he is not responsible. This decision is, to some extent, due to a desire to allow nothing to interfere with the success of the expedition of 1900.

ENGLAND'S WAR PREPARATION.

Said in Berlin to Be Connected With the Philippine Question.

London, Nov. 7.—The Berlin correspondent of the Daily News says: It is asserted in well-informed quarters that the British war preparations are connected with the Philippine question, in which the United States government is working in agreement with England. The rumors were revived that the United States intends ceding to England some of the islands or granting coaling stations there.

New Consumption Cure.

Chicago, Nov. 7.—Dr. J. B. Murphy's new treatment for consumptives has apparently worked its first cures. The patients are William B. Purcell and J. C. Edwards, who have been undergoing the treatment for a little over three months. The treatment is that which excited wide interest when presented in a paper read by Dr. Murphy before the American Medical Association at Denver this summer.

Fatal Miner's Riot.

Nanaimo, B. C., Nov. 7.—A short time ago the Union Colliery Company imported hundreds of Japs to work in the coal mines. Early this morning a riot broke out among them, which resulted in one having his head smashed to pieces and another's abdomen being badly lacerated. Latest reports say the injured cannot possibly recover.

Cleared for Action.

Wei-Hai-Wei, Nov. 7.—All the British warships here are now fully coated. Their woodwork has been removed, and they are completely prepared for emergencies.

Two Fatal Accidents.

Brooklyn, B. C., Nov. 7.—Yesterday Otto Anderson was blown up by dynamite near here. He was employed in a railroad. A blast exploded prematurely. Today John Olsen, in another railroad camp, met death by a tampering-rod passing through his head. It was propelled by a premature blast.

Spain will permit her soldiers who have served three years to remain in Cuba, but they will receive but a small portion of their salary.

NICARAGUA CANAL.

A Great Thing for the Pacific Coast—Would Be a Powerful Aid in Western Development.

The Nicaragua canal is a subject very much discussed just at this time on the Pacific coast.

From statistics carefully gleaned by the most authentic authorities, it is shown that from the different nations of the world and the islands of the sea there would pass through the canal a possible annual traffic of 14,000,000 tons, a probable traffic of 10,000,000 tons, or a certain traffic of 8,000,000 tons, on which, if a toll of \$2.50 a ton was imposed, an annual revenue of \$20,000,000 would be obtained, or over \$19,000,000 over and above operating expenses. A saving of \$2.50 per ton on wheat would amount to, say, 7 cents per bushel, and on lumber to 75 per 1,000 feet. A careful examination made by the Maritime Canal Company show that a possible one-half of the 8,000,000 tons traffic, which is claimed will pass through the canal, is American commerce, either coastwise or exports and imports. It seems to be fully determined that if the canal is built at all it must be built and operated as the property of the United States government—built with the people's money. It should be open and free and without tonnage charge to all American commerce, coastwise, exports and imports; and to compensate ourselves for our outlay we should lay a toll of at least \$2 per ton on all traffic passing through between foreign nations.

It is estimated that it will require not to exceed \$100,000,000 to construct the canal, although it is claimed, in a recent statement made by Lyman E. Cooley, a celebrated engineer of this country, that, by reason of certain discoveries on the part of the commission, sent by President McKinley to investigate the feasibility of the project, the cost of the canal will be reduced much below the figure of \$100,000,000, on account of favorable dredging in the lower end of Lake Nicaragua, non-existence of rock in the San Juan river to Toro Rapids, good foundation for immense dam at Ochoa, favorable conditions for embankments at San Francisco basin, and a new site for a dam at Tamboro Granada.

The farmers of California, Washington, Oregon and Idaho, now further from the world's markets than any other agriculturists, would not only be placed as near Liverpool as their competitors in India, Chile and the Argentine, but they would also have an advantage over their competitors of \$2 per ton, or 6 cents a bushel; for the wheat from India must bear \$3 per ton toll at the Suez canal, and we would have the Pacific South American states pay \$2 per ton on the Nicaragua canal. Then, too, our Atlantic and Gulf ports would have this \$2 per ton advantage over all their British and European rivals in the great markets of Japan, Korea, Australia and the Pacific islands, as their rivals would be compelled to pay the \$2 per ton toll, whether they went to market via the Suez canal or the Nicaragua canal.

Still Short of Water.

The drought in California this year has not yet been relieved by fall rains, and on November 1 the South Yuba Water Company served notice on all the mines which are operated by its power that no more water could be furnished until after the rainy season had fully set in, as the company could not count on more than enough to fill their contract to furnish Nevada City and Grass Valley with water for municipal purposes. This will hang up nearly a thousand stamps in the district.

End of the Salmon Season.

The salmon packing season is at an end, there being no more vessels due to arrive from the north, and according to the best authorities, says the San Francisco Call, all the canneries on the coast are 1,000,000 cases, or about 83 per cent short of the 1897 pack. The Alaska Packers' Association is some 48,000 cases short, or less than 6 per cent of last year's pack. About 19,000 barrels of salt salmon were shipped from Alaska during the season of 1898.

Shipment of Lead to China.

The Puget Sound Reduction Company, of Everett, Wash., made a shipment of 60 tons of lead last week to the American Trading Company in Shanghai, China. Arrangements have been made for weekly shipments to China and Japan by way of the Canadian Pacific steamship line.

New Brickyard.

A new brickyard will soon be started at Port Orchard, Wash. The machinery has been ready for some time and last week a consignment of small tools was received at the point.

Northwest Jottings.

Baker City is to have an extensive oandy manufactory.

It is estimated that \$30,000 net was received by Ashland peachgrowers this season.

Over 120,000 sacks of grain have been received for shipment at Almoia, Wash., this season.

A large portion of the Klamath Indians are buying flour and other supplies in Goose Lake this fall. Many Indian wagons are going and returning from Pine Creek mills each day.

The largest piece of coal that was ever brought to Spokane is now on exhibition there. It weighs 1,400 pounds, and it took seven men to unload it from the car and place it in its present position. It was taken out of the mine owned by the railroad company, at Roslyn.

The Columbia River Logging Company, of Golden, B. C., is preparing to do a big business this winter and the East Kootenay Miner says they want 150 bush men to work in the woods.

PACIFIC COAST TRADE.

Portland Market.

Wheat—Walla Walla, 61c; Valley and Bluestem, 63c per bushel. Flour—Best grades, \$3.45; Graham, \$3; superfine, \$2.25 per barrel. Oats—Choice white, \$9@40c; choice gray, \$7@35c per bushel. Barley—Feed barley, \$31@32; brewing, \$23 per ton. Millstuffs—Bran, \$15.50 per ton; middlings, \$21; shorts, \$16; chop, \$15.50 per ton. Hay—Timothy, \$8@9; clover, \$7@8; Oregon wild hay, \$3 per ton. Butter—Fancy creamery, 45@50c; seconds, 40@45c; dairy, 35@40c store, 25@30c. Cheese—Oregon full cream, 11@12c; Young America, 12½c; new cheese, 10c per pound. Poultry—Chickens, mixed, \$3@3.50 per dozen; hens, \$3.50@3.50; springs, \$1.25@1.35; geese, \$5.00@6.00 for old, \$4.50@5 for young; ducks, \$4.00@5.00 per dozen; turkeys, live, 12½@12c per pound. Potatoes—50@60c per sack; sweets, 2c per bushel. Vegetables—Beets, 90c; turnips, 75c per sack; garlic, 7c per pound; cauliflower, \$1@1.25 per 100 pounds; cauliflower, 75c per dozen; parsnips, 75c per sack; beans, 8c per pound; celery, 70@75c per dozen; cucumbers, 50c per box; peas, 3@3½c per pound. Onions—Oregon, 75c@1 per sack. Hops—10@17c; 1897 crop, 4@6c. Wool—Valley, 10@12c per pound; Eastern Oregon, 8@12c; mohair, 25c per pound. Mutton—Gross, best sheep, wethers and ewes, 3½c; dressed mutton, 7c; spring lambs, 7½c per lb. Hogs—Gross, choice heavy, \$4.75; light and feeders, \$3.00@4.00; dressed, \$5.50@6.50 per 100 pounds. Beef—Gross, top steers, 8.50@8.75; cows, \$3.50@3.00; dressed beef, 5@5½c per pound. Veal—Large, 5½@6c; small, 6½@7½c per pound.

Seattle Markets.

Tomatoes, 50@85c per box. Cucumbers, 10@15c per doz. Onions, 85@90c per 100 pounds. Potatoes, \$10@12. Beets, per sack, \$9.00. Turnips, per sack, 60@65c. Carrots, per sack, 60c. Parsnips, per sack, \$1. Beans, green, 2@3c. Green corn, \$1.25@1.50 per sack. Cauliflower, 75c per doz. Celery, 40@50c. Cabbage, native and California \$1.00@1.25 per 100 pounds. Apples, 50c@65c per box. Pears, 75c@1 per box. Prunes, 50c per box. Peaches, 75c. Plums, 50c. Butter—Creamery, 27c per pound; dairy and ranch, 18@20c per pound. Eggs, 30c. Cheese—Native, 12@13½c. Poultry—Old hens, 13c per pound; spring chickens, 14c; turkeys, 16c. Fresh meats—Choice dressed beef steers, prime, 6½@7c; oows, prime, 6½c; mutton, 7½c; pork, 7@8c; veal, 7@8c. Wheat—Feed wheat, \$19@20. Oats—Choice, per ton, \$22@23. Hay—Puget Sound mixed, \$9.50@10; choice Eastern Washington timothy, \$18. Corn—Whole, \$23.50; cracked, \$24; feed meal, \$23.50. Barley—Rolled or ground, per ton, \$24@25; whole, \$22. Flour—Patent, per barrel, \$3.00; straight, \$3.25; California brands, \$3.25; buckwheat flour, \$3.75; Graham, per barrel, \$3.70; whole wheat flour, \$3.75; rye flour, \$4. Millstuffs—Bran, per ton, \$14; shorts, per ton, \$16. Feed—Chopped feed, \$17@21 per ton; middlings, per ton, \$17; oil cake meal, per ton, \$25.

San Francisco Market.

Wool—Spring—Nevada, 10@14c per pound; Oregon, Eastern, 10@12c; Valley, 15@17c; Northern, 9@11c. Millstuffs—Middlings, \$19@21.00; bran, \$15.50@16.50 per ton. Onions—Yellow, 30@45c per sack. Butter—Fancy creamery, \$10; do seconds, 18@20; fancy dairy, 21@22c; do seconds, 20@24c per pound. Eggs—Store, 18@22c; fancy ranch, 38@41c. Citrus Fruit—Oranges, Valencia, \$3@3.50; Mexican limes, \$6@6.50; California lemons, \$3.00@3.50; do choice, \$3.50@4.50; per box.

LABOR AND INDUSTRY.

Camden, Me., manufactures more ships' anchors than any other place in America.

Ninety-five per cent of the railway tracks in the country are laid with steel rails.

More steel is used in the manufacture of pens than in all the swords and gun factories in the world.

Alabama produced 947,831 tons of pig iron last year, while the output of Tennessee aggregated 272,780 tons.

With the exception of the phenomenal record-breaking fiscal year of 1892-3, the fiscal year of 1897-8 is the biggest on record for the cigar industry. An increase at once of over half a million, or to be exact, \$511,132,730, in the cigar production, after five years of stagnation and actual retrogression, is an event to be marked.

All of the air-brake appliances we see upon the trains through the country are manufactured in Pittsburg. One plant has an annual capacity for turning out air brakes for 250,000 freight cars, 6,000 passenger cars and 10,000 locomotives.

An individual who delights in statistics has figured out that the transportation of this year's wheat crop will require the loading and unloading of 640,000 freight cars, provided large cars are used. The modern wheat car has a capacity of 80,000 pounds.