WHEAT AND FLOUR

November Shipments Run Into Big Figures.

HEAVY FLOUR EXPORTS TO ORIENT

For the Season to Date Portland Has Shipped Nearly 6,000,000 Bushels of Wheat.

November wheat shipments from Port-and brought the grand total for the first five motths of the current cereal year up to nearly 6,000,000 bushela. With year up to pearly 6,000,000 bushels. With the single exception of the record-break-ing year of 1898, this is the largest amount that has ever been floated in a corres-ponding period from this port. The ship-ments for the month closing yesterday were slightly smaller than for November, 1890. Some of the falling off was due to a heavy decrease in flour shipments to Europe, shipments this year being 80,000 barrels smaller than in November, 1899. Orental flour shipments are three times as large as they were last No-vember, and would have been much larg-er had it not been for a delay in two er had it not been for a delay in two steamers, the Adato and Kvarven, both of which are now in the fiver but which failed to clear in November. Fuget Sound made a very good show-ing during November, getting out five big cargoes, as follows:

Versel-	Bushels
Port Caledonia	
Carnedd Llewellyn	
Portevoit	
British Isles	
Carl	116,299
The state of the s	-

hree from Portland, but Portland's flour hipments for the month reached a total f 116,254 barrels, compared with 108,871 arrels from Scattle and Tacoma. Re-uced to wheat measure and included fith the wheat, the total shipments for month from Portland were 1,502,198.

Mosettle and Tacoma during the e period, the shipments were 1,152,283 rels. The total shipments from the rinwest for the season to date, flour duded, are 10.253,040 bushels, compared th 6,908,605 bushels for a corresponding te last year, and 11,581,600 bushels in 38. There will be more tonnage avail-ble for December loading this year than here was in 1833, and it is highly prob-ble that the aggregate shipments for the rat half of the current cereal year will keed those of 1898, which were the eatest on record for the port. The de-lis of the November fleet are herewith

GERMAN SCHOOL SHIP HERE. orth German Lloyd Vessel Makes a

The German bark Herzogin Sophle ariotte arrived in at Astoria yesterday semeon after a rattling run of 25 days in Hiego. This is one of the fastest stages on record, and is down so close steamer time as to make it a purito-nrily noteworthy performance. The Her-gin Sophie Charlotte has been the obconsiderable interest wherever has anchored in her voyage around world, for she carries the largest w that ever came into this port on a ng ship, there being over 100 men oard of her. The Herzogin, with all of a rest of her name, is a school ship, utpped by the North German Lloyd camship Company, of Bremen, for the a new propeller on the steamer Norman

late there has been a great scarcity of efficient officers for the steamers of the North German Lloyd, which company has greatly grown during the last few years owing to the rapid strides made in steam navigation and the narrowing down of the field from which these officers have so far been chosen, i. e., the saffing ves-sels, which have steadily decreased. In order, therefore, to meet the demand for efficient officers for their steamers, men who, though able navigators and seamen, could also meet the social requirements made upon them in the course of com-manding a modern steamship, the North German Lloyd Steamship Company has

German Lloyd Steamship Company has started this school ship.
Cadets are required to have attended school in Germany and left with a diploma entitling them to the privilege of serving but one year in the German Army. From 40 to 50 cadets are admitted yearly on beard the school ship, who during their first year serve as boys, are advanced in the following year to the next grade of seamen, and become after are advanced in the following year to the next grade of seamen, and become after two years of service able seamen. The course is three years, and after service of three years on board the school ship the cadets receive another year's training on-board the steamers of the North German Lloyd, serving in the capacity of quarter-master. Having absolved this fourth year of service they are eligible to ad-mission in the examination for mate after year of service they are eligible to ad-mission in the examination for mate after attending the School of Navigation in Bremen a further three to four months. Having passed the examination for mate, they are then appointed to the position of fourth officer on the steamers of the North German Lloyd. The Herzogin So-phic Charlotte is commanded by Captain George Warnecke, who has had 30 years' experience as officer on sailing vemes. experience as officer on salling vessels.
Captain Warnecke is assisted by First Officer J. Jachena, Second Officer Fr. Mahlmann, Third Officer C. Cederholm, and Fourth Officer J. Schwaermer. In addition there is on board a surgeon, Dr.

Port Caledonia 119,825
Carnedd Liewellyn 9,2385
Carnedd Liewellyn 9,2385
Fortevoit 179,915
British Isles 130,666
Carl 16,299
Total 9,000 dispatched four Oriental steamers in November, compared with three from Portland, but Portland's flour dispatched four partial with three from Portland, but Portland's flour dispatched four packed a total dispatched four packed a total four for the month reached a total dispatched four packed a total dispatched four packed a total for the month reached a total for the formation of the formation

ADATO IN PORT.

Big Steamship Arrives for a Record-

Breaking Flour Cargo. The British steamship Adato, of the Oregon & Oriental service, arrived in last evening, and will reach Portland today. She will load outward a foll cargo of flour at the Portland Flouring Mills for Hong Kong. The Adato is a new steamer and a very large carrier, and it is expected that she will make a new record for big cargoes from the Columbia River. She will carry fully 55,000 barrels. The Kvarven, now loading in this port, will only take about 30,000 barrels, as she has a large amount of lum-ber under engagement. The steamship Monmouthshire is due at Portland Monday, and will take out about, 26,000 bar rels of flour, so that the first week or 10 days of December will show shipments of over 100,000 barrels, the largest on record for a similar period.

Victoria Scaling Combine. Vactoria Scaling Combine.

VANCOUVER, B. C., Nov. 26.—The sealing combine just effected at Victoria, including 45 schooners, or all but three of the British Columbian fleet, is largely due to a determination to counterpolse the up-te-date tactics of the Indian spearmen, who have lately raised their wage demands to an almost prohibitive point. The combine will save largely in respect The combine will save largely in respect to outfitting and management. It is cap-

New Propeller Shipped. pose of educating young men in navi. Isites, which is loading lumber at the on and preparing them for positions officers on board their steamers. Of the steamer from the works the

italized at \$500,000.

1900-1901 GRAIN FLEET FROM PORTLAND.

Clearing Date, Flag, Rig, Name, Tonnage, Destination and Shipper.	Wheat, bushels	Value, dollars	Flour, barrels	Value, dollars	date
July- 2-Br. ship Wendur, 1896, U. K. L. c., P. M. Co	105 505	62,000			7
13-Br. bark Fifeshire, 1318, U. K. f. c., Balfour 14-Fr. bark Marechal Villiers, 1711, U. K., f. c., P. F.	75,744	45,000		******	16
М. Со.	1111,725	67,635	*****	*****	18
16—Br. bark Lazzte Bell, 1006, U. K. f. c., Eppinger 20—Ger. ship Rickmer Rickmers, 1914, U. K. f.c., Balfour	110,630	64,350	******		25
6-Br. ship Harlech Castle, 1800, U. K. f. o., P.F.M.Co.	121,544	71,700		L	9
6-Br. ship Harlech Castle, 1802, U. K. f. o., P.F.M.Co.	109,916	65,750	******		111
15-Br. bark Nithsdale, 1535, U. K. f. o., Port. Grain Co 17-Br. bark Bowman B. Law, 1359, U. K. f. o., P. F.	101,186	00,409	******		-
M. Co		44444	24,000	67,500	
18-Br. ship Frankistan, 1906, U. K. f. o., Balfour 20-Br. ship Cedarbank, 2809, U. K. f. o., Girvin	156,667	55,197			26
24-Ger, ship Robert Rickmers, 274, U. K. f. o., Kerr September-	127,735	70,255			27
12 De abio Oranila 1706 II K f o Ralfour	103,510	62,300			
13-Br. ship Genista, 1718. U. K. f. o., Balfour 13-Dan, ship Jupiter, 1651. U. K. f. o. Balfour 20-Br. bark Australia, 2997. U. K. f. o., Kerr 25-Br. ship Riversdale, 2857. U. K. f. o., Gervin 26-Br. bark Semantha, 2211. U. K. f. o., P. F. M. Co	100,963	61,178	******	*****	26
W. Re back Australia 300 U. K. f. o. Kerr	130,646	76,000			27
25-Br. ship Riversdale, 267, U. K. f. o., Gervin	136,900	82,000	*****		29
26-Br. bark Semantha, 2311, U. K. f. o., P. F. M. Co	134,000	76,000			25
25-Br. ship Penthesilea (b), 1663, U. K. L. o., Balfour	17,415	10,000			4 0 0
2-It. ship Elisa, 1435, Algoa Bay, McNeer	PP 150	50.057	Land of		7
6-Br. ship Marathon, 1814, U. R. f. o., P. F. M. Co.,	1117-495	1165,000		Increases.	31
6-Br. ship Marathon, ISIS, U. K. f. o., P. P. M. Co., S-Fr. bark Laf Fontaine, 1739, U. K. f. o., A. Berg., S-Br. ship Portin, 1739, U. K. f. o., Kerr	112,152	(2,240			1 12
S-Br. ship Portia, 1300, U. K. f. o., Kerr	76,372	\$3,5690			14
17-Br. ship W. J. Pirrie, 238, U. K. f. o., Eppinger 17-Ger, ship Osterbek, 1510, U. K. f. o., Balfour					
20—Ger. ship Sirtus, 1736, U. K. f. o., Port. Grain Co 20—Br. ship Dechmont, 1642, U. K. f. o., McNeer 21—Br. ship Klimory, 1869, U. K. f. o., P. F. M. Co	102,710	62,500			*5
20-Br. ship Dechmont, 1642, U. K. f. o., McNeer	100,533	61,725			*5
21-Br. ship Kilmory, 1969, U. K. f. o., P. F. M. Co	89,567	50,500	*****		*5
27—Br. ship Conway (c), 1775, U. K. f. c., Kerr 20—Ger. ship Altair, 2392, U. K. f. c., Balfour	30,000	29,610	*****		
30-Br. ship County of Edinburgh, 2009, U. K. f. o., Gir-	11104000	100000	1100000	NUCCOSTS.	
vin	111,633				25
21—Br. ship Delcairnie, 1700, Kerr	104,298	10.00			. 96
3-Ger. ship Fhliadelphia, 1710. East London, Balfour 2-Ger. bark Nomia, 1925, U. K. f. o., P. F. M. Co., 3-Fr. bark Amiral Courbet, 1738, Cape Town, Kerr	37,333	20,906	17,927	48,400	7
2-Ger. bark Nomia, 1925, U. K. f. o., P. F. M. Co	110,700	64,070	*****		9
8-Ger, bark Olga, 1340 U. K. f. o. Karr	73,284	40.382		1	n
10-Br. ship Deccan, 1835, U. K. f. o., Girvin	119,433	71,500			14
8-Ger. bark Olga, 1340, U. K. f. o. Kerr 10-Br. ship Deccan, 1835, U. K. f. o., Girvin 14-Fr. bark Europe, 2970, Liverpool, P. F. M. Co. 17-Br. ship Leicester Castle, 2906, U. K. f. o., Porti'nd					20
Grain Co	117,559	69,750			21
21-Ger. ship Gertrud, 1627, U. K. f. o., Port. Grain Co.	89,384	52,800		*****	27
28 Br. ship Haiewood, 200, U. K. I. O., Balfour	11207, 960	72,000		******	1
23—Br. ship Haiewood, 2300 U. K. f. o., Balfour 28—Br. ship Morven, 1997, U. K. f. o., P. F. M. Co 28—Br. ship Cromartyshire (d), 1462, U. K. f. o., Kerr.	17 781	9.870		1	1
we are only become themes (80) that of the 1' of trueter	T well sales	1	1,550,440,0	4-1-1-1-1	_

also 168,575 bushels barley, valued at \$45,000. 111,652 bushels barley, valued at \$45,210. also 166,562 bushels barley, valued at \$35,220. also 87,512 bushels barley, valued at \$32,541.

	Y FOR	NOVEM		-18	98
Wheat— Bushels. To Europe and Africa1,057,456	Value. \$610,130	Bushels. 1,176,981	Value. \$ 691,297 200	Bushels. 1,725,866	Value. \$1,084,504
To San Francisco 1,900	864	24,228	13,623	181,100	105,66
Total wheat1,069,056	\$610,984	1,301,601		1,906,466	\$1,193,354
Flour—Barrels. To Europe and Africa 17,597 To the Orient & Siberia 77,006 To San Francisco 21,271	Value. \$ 48,402 214,912 55,304		\$ 214,000 70,777 60,148	26,730 52,203 38,576	\$ 80,500 158,477 119,580
Total flour 116,354 Bushels.	\$318,618 Value.	124,550 Bushels.	\$ 344,925 Value.	117,529 Bushels.	\$ 356,566 Value
Flour reduced to wheat measure	\$318,618 610,984	560,475 1,201,601	'\$ 344,935 705,110	528,890 1,906,466	\$ 356,560 1,193,254
Grand total wheat and flour	\$329,002	1,762,076	\$1,050,005	2,435,346	\$1,549,814
Barley— Bushels. To Europe	Value. \$ 33,641 382	Bushels. 132,762	Value. \$ 60,470	Bushels, 132,025 125,096	Value. \$ 76,003 63,795
Total barley \$8,574	1 34,023	132,762	\$ 00,470	257,121	\$ 139,867
Oats- Bushels. To San Francisco 15,000	Value. \$ 6,162	Bushels. 61,260	Value. \$ 21,461	Bushels. 77,188	Value. \$ 30,100

job was done under a considerable dis- been picked up and that the body of advantage, but it was completed in a Miss Page was the only one that had week. The old propeller with one flange broken off and the ends of the other. flanges gone, was brought up to the works yesterday to be broken up. It weighs about six tons and looks as

nothing could break it. The St. Olaff's Victims. QUEBEC, Nov. 30.—Captain Sealonger, of the steamer Marie Josephine, which

New Shippard. Captain Hans Reed will equip a ship-yard at Bay City, Coos County, where he will build three vessels. The first will be a coasting steamer for the Albion River trade. She will be 140 feet long, 22 feet beam and 10 feet in depth.

Domestic and Foreign Ports ASTORIA, Nov. 30.—Arrived at 2:40 P. jotte, from Hiogo; at 4 P. M., schooner W. F. Jewett, from San Francisco, for Knappton; at 5 P. M., British steamer Adato, from Borneo. Sailed at 8:30 A. M., steamer Dispatch, for San Francisco. Reported outside at 5 P. M., German ship Peter Rickmers, German bark Elibek and

three other square-riggers. Condition of the bar at 5 P. M., rough; wind, southwest; weather, cloudy.
San Francisco, Nov. 20.—Arrived—steamer Icarus, from Esquimault. Salled, schooner Louis, for Willapa Harbor; steamer Mattewan, for Tacoma; schooner William Olsen, for Gray's Harbor. New York, Nov. 30.—Arrived—Nordland

from Antwerp.

Hong Kong, Nov. 1.—Sailed—Empress
of Japan, for Vancouver and Victoria,
via Yokohama, Kobe, Nagasaki and

Rotterdam-Salled, Nov. 19-Sparrndam, for Boulogne and New York. Cherbourg. Nov. 20.—Salled—Deutsch-lard, from Southampton, for New York. Boston, Nov. 20.—Arrived—New Englane, from Liverpool and Queenstown.

Boats Will Soon Ply Long Tom River. MONROE, Or., Nov. 30.—The Long Tom River now lacks only 16 inches of being at the boating stage. The McMinnville will make the first trip up when the water rises to that point, so it is stated.

SEA FIGHTS ON PAPER.

Uncle Sam's Officers Study Strategy Based on Imaginary Wars.

Lippencott's Magazine.

Lippencott's Magazine.

Many persons have never heard of the Naval War College at Newport, R, L The institution has a president and a college staff on duty the year round, and a class of \$\(\text{5}\) to \$\(\text{3}\) officers ordered in attendance from June to September, inclusive. The class is composed mainly of officers of executive and command rank, and is divided for work into committees of six to eight members, the senior in each being chairman. The committees are assigned separate rooms, with chart tables and desks. Work for the class is cut out by the staff during the Winter, including "strategic situations" based upon imaginary wars between the United States and various foreign powers. To make the wording of these impersonal, the United States is always designated as "The Blue" and the foreign power as "The Blue" and the foreign power as "The Bue" and the foreign power as "The Red." The military and naval forces of the two countries are compiled and classified, and all the contributions of communication. tries are compiled and classified, and all their bases and lines of communication carefully studied before the "situation"

hung for reference telegraphic cable maps, consulate maps and coaling sta-tion maps. There is also provided a spinning arrow to decide the di-rection of the wind or nature of the weather when this is of importance;

ber of promotions in the Navy, the mose important being Captsin John J. Read to the rank of Rear-Admiral; Commander William T. Burwell to the rank of Cap-tain and Lieutenant-Commander J. A. H. Nickels to the rank of Commander, with other advances all along the line.

For a Cold in the Head,

SUCCESSOR

MUCH DEPENDS ON GOVERNOR LIND'S ACTION.

If a Republican Is Appointed, Fight in the Legislature May Follow.

ST. PAUL, Nov. 30.—Much interest is taken in the choice of a successor to Senator Davis, and the action of Gover-nor Lind in filling the vacancy until the Legislature meets is expected to have an Legislature meets is expected to have an important bearing on the result. If Governor Lind appoints a Democrat, the matter will be very simple, for then the Republicans can fight it out without any one having an advantage. However, if the Governor, who was until four years ago a leading Republican, should appoint a Republican to fill the vacancy with the idea that the term is so short that it would serve no party end to name a Democrat, the Republican Legislators anticipate that such an app datment might stir up party strife. The Republican majority on Joint bailot is over 30, so that the fight is within the party ranks.

The present proposal is that when the caucus meets the long term for the succession to Senator Neison shall be disposed of finally before the vacancy is

posed of finally before the vacancy is considered. In view of the strong in-dorsement by the state and legislative conventions given for Nelson's re-elec-tion, it is probable that this will be done.

Thousands Viewed Davis' Remains ST. PAUL, Minn., Nov. 30.—For five hours today a steady stream of people slowly filed through the Governor's rooms in the State Capitol to take a last look at the remisins of the late Cushman K. Davis. Nearly 20,000 people viewed the remains. At 3 o'clock the line of people seemed to be without end, and it was found. seemed to be without end, and it was found necessary to close the doors, turn-ing thousands away. The coffin was then again carried to the hearse by the stai-wart artillerymen, and the same simple escort proceeded back to the Senator's

WAR RAGING IN NAVY.

Rear-Admiral Hichborn's Lot Made Hard by Associates.

is prepared.

Copies of this situation are then given to the chairmen of two committees, one being informed that he is commander-inchief f "The Red," and the other that he commands "The Blue," and they are informed that the game is to be played on a certain day.

On the day appointed for the game a large chart table is placed in a central room; upon the table is tacked a chart of the theater of operations, and beside this are placed red and blue lead pencils, rulers, dividers, duplicating notebooks and a record-sheet, while around the board are hung for reference telegraphic cable maps, consulate maps and coaling stations.

Hard by Associates.

WASHINGTON, Nov. 26.—Rear-Admiral Philip Hichborn, Chief Constructor of the Navy, will retire March 4. The remaining few months of his career as Chief Constructor of the Navy will retire march 4. The remaining few months of his career as Chief Constructor of the Navy been defeated on account of his masteriy ability in the matter of the construction of ships. There is in the Navy Department a Construction Board which consists of the heads of several bureaus—the Chief Constructor, Chief Engir eer, the Chief of the Bureau of Ordinance, and the Chief of the Sureau of Ordinance and the Chief of th maps, consulate maps and coaling station maps. There is also provided a spinning arrow to decide the direction of the wind or nature of the weather when this is of importance; also a table of classes of vessels, with fighting values, speeds, endurance and visibility.

Naval Promotions.

WASHINGTON, Nov. 30—The death of Admiral McNair will bring about a number of promotions in the Navy, the more important being Captain John J. Read to the rank of Rear-Admiral; Commander William T. Energy if the rank of Captain of the rank of Rear-Admiral; Commander William T. Energy if the trank of Captain of the rank of the rank of Captain of the rank of the rank of Captain of the rank ter of armament and ordnance; likewise, the engineer all the room he wants for his engines, and coal-bunker space. It will be found that in the construction of a ship, one bureau is overlapping the other or crowding it into a larger ship. Then again there is the fact that electricity in a ship, electric lighting and electric

Is Mrs. Pinkham, Her great correspondence is under her own super-

Every woman on this continent should understand that she can write freely to Mrs. Pinkham about her physical condition because Mrs. Pinkham is

Awoman

and because Mrs. Pinkham never violates confidence and because she knows more about the ills of women than any other person in this country.

Lydia E. Pinkham's Vegetable Compound has cured a million sick women. Every neighborhood, almost every family, contains women relieved of pain by this great medicine.

ammunition hoists have to be provided for. Instead of these being placed under the Chief Constructor, they are given to the Equipment Bureau. The electric wir-WASHINGTON, Nov. 26.—Rear-Admiral Philip Hichborn, Chief Constructor of sets of wires about the ship when it ought

to be under the direction of one man, so as to prevent interference.

This is an old war raging in the Navy, and is practically the line against the staff. Since the vicious personnel bill became a law the engineers made line became a law the engineers made line officers by it joined with the men lined against the remaining bureaus, for the Ordinance and Equipment Bureaus are run by line officers, as well as the Navigation Bureau, and consequently there are four members of the line against one of the staff, the Construction Bureau. The personnel bill did not disturb the Construction Bureau, except to cut off some officers which were badly needed. It is doubtful if this war would have been made upon Admiral Hichborn, or rather would have been so successful, had it not been for the fact that his term of

service is nearly over.

Perhaps in future the Secretary will take into consideration the fact that the Chief Constructor of the Navy should construct the battle-ships and that the Board of Construction should be an advisory board, and not one to take the construction ab-solutely out of the hands of the officer who is made responsible for the building of the ships.

Stephen L Dove, for 17 years connected with the implement trade of this city, leaves tonight for Eastern Oregon and Montana on business.

\$1.00 a Year McCLURE'S MAGAZIN

ANNOUNCEMENTS

A continuation and enlargement of the policy that has made the most pronounced success in current literature. The keynote of McClure's Magazine is human interest; the record of human activities and achievements, whether put into the form of fiction, historical sketches, biographical articles or descriptions of inventions and narrations of travel and exploration. McClure's Magazine contains whatever is vital, wholesome and stimulating in the life and literary product of our time.

RUDYARD KIPLING'S "KIM."

A GREAT NOVEL OF LIFE IN INDIA.

IN THE DECEMBER NUMBER will be found the opening chapter of "Kim," one of the greatest novels that has appeared in this generation. In this wondrous story of adventure, comparable to Robinson Crusoe, whose chief characters are an Irish ragamuffin of the streets and an ancient lama of Thibet, the reader is given pictures of people and places and a mighty insight into human life, its problems, its



McClure's Magasine has for years presented new light on American History. For the coming year me habe some especially good features.

DRAMATIC EPISODES IN AMERICAN HISTORY.

By IDA M. TARBELL.

who, as the author of the "Life of Lincoln," "Life of Na-

poleon," etc., has entered the front mank among American historians, will write a series of articles about well-known

philosophy, its failures, its hopes and tragedies. Mr. Kipling has used India for his setting with marvellous effect. And the keynote of the story is the secret service of India-the institution that keeps the British informed of local disaffections. We see the priests and beggars, horse traders and fakirs, dancing girls and detectives pass over the stage in rapid succession. Besides being a novel of surpassing interest, it is a literary illumination of a marvellous people, of a mysterious religious philosophy of a land more varied than anywhere in the world.

Next to the Ground.

Entertaining Studies of Farm Life and Country Custom by MARTHA McCULLOCH-WILLIAMS.

RS. WILLIAMS grew up on a farm in Tennessee. M Prom infancy she lived among plants, animals and Crops, the Soil and the tillers with infinite charm.

MORE DOLLY DIALOGUES.

By ANTHONY HOPE.

IT is some years since we all lost sight of that dainty, flirtatious, elusive "Dolly," whose conversations Insects and knows them as she knows her mother tongue. with Mr. Carter set the English-speaking world agog These articles bring one close to Mother Earth. She with delight. Now the delectable Dolly appears again writes with that knowledge of detail that comes only from long and intimate association. She tells of the Bees and Birds, the Hounds, the Horses, the Hogs, the Trees, the than ever. Illustrated by Howard Chandler Christy.



"WITHIN THE GATES."

By ELIZABETH STUART PHELPS.

MRS. PHELPS-WARD, author of "The Gates Ajar," gives in dramatic form her matured beliefs as to the great problems of Life, Death and the Resurrection. The drama carries the characters from this world to the next, and the action involves the problem of Redemption. It is certain to attract world-wide attention.

STAGE MEMORIES.

Recollections of a Lifetishe on the Stage by Clara Morria.

OF living American actresses. none has achieved fame and success equal to Clara Morris. Her rise was full of hardships and against obstacles almost insurmountable. How this frail, friendless girl fought her way from the lowest round to the highest rank in her profession is one of the most remarkable records in dramatic history. Miss Morris writes as well as she acts. She tells the story of her trials and triumphs with dramatic power. Her reminiscences of the great men and women of her profession will be found of ex-

traordinary interest. She will tell of hn Wilkes Booth, rrence Barrett,



events, presented in a new dress. The Trial of AARON Tales of a Merry Monarch. Some of the Romantic Adventures of James of Scotland, by ROBERT BARR.

THESE have been heretofore announced as the "JIMMY" Stories, because by this pet name this unconventional monarch was known to his people, among whom he often travelled and revelled in disguise. Some of these adventures are told with characteristic humor by Mr. Barr.



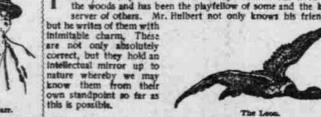
STIRRING ARTICLES ON HISTORICAL SUBJECTS-FOUR GREAT FEATURES. BURR, the JACKSON-CALHOUN imbrogilo and the Signing of THE DECLARATION OF INDEPENDENCE are among Stephen R. Mallory, Secretary of the Confederate Navy. They graphically tell of the FALL OF RICHMOND, the FLIGHT OF THE CABINET and THE CAPTURE OF JEFher forthcoming articles. "COLONIAL FIGHTS AND FIGHTERS."

By CYRUS TOWNSEND BRADY. DE SOTO, FRONTENAC and PEPPERELL are among his subjects for the near future. UNPUBLISHED CHAPTERS.

By IDA M. TARBELL. Two articles prepared after great research, dealing with the return of the Union and Confederate soldiers to their homes. Hitherto inaccessible official records make these These will lactude two articles from the papers left by articles of unusual value.

People of the Woods. of the Forest by W. D. HULBERT.

THESE are descriptions of animal life by one who has lived long in the woods and has been the playfellow of some and the keen ob-server of others. Mr. Hulbert not only knows his friends well,



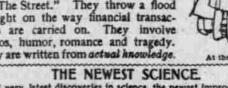
Stories of Wall Street.

Illustrating Remarkable Incidents of the Phanela World, by EDWIN LEFEYRE.

PERSON DAVIS.

WHILE these are fiction, they are based on actual or typical events of "The Street." They throw a flood of light on the way financial transactions are carried on. They involve pathos, humor, romance and tragedy. They are written from actual knowledge.

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