



## TRADE IN WINTER GOODS

## WEATHER CONDITIONS FORM A SLIGHT DRAWBACK.

## Holiday Trade Is Excellent—Iron and Steel Business Active—The Week's Bank Clearings.

NEW YORK, Dec. 7.—Bradstreet's tomorrow will say:

There is a quieter tone and reduced volume of business doing at wholesale in many lines, but this is not unusual at this season, and is partly balanced by a larger interest in retail and holiday distribution. Weather conditions are still a drawback to the trade in winter-weight goods, but it is notable that a better report comes from the Northwest than for some weeks past. Southern trade advances remain good, but retail business at Eastern markets is still reported quiet. Wool and woolens are still quiet. Cotton is irregular and the market is at a balance pending the publication of the next Government crop report, which, however, is expected to approximate 2,700,000 bales. The high cost of raw cotton has not yet been equalled by the advance in manufactured goods. A hopeful feature this week was the taking of a large lot of brown cottons for export for China. The higher trend of values in November has been duplicated in the first week of December, and, generally, the market has not been steadily maintained.

Finished products monopolize the activity in the iron and steel trades, with bars, plates, sheets and bridge material most active. Even in finished lines, however, there is less reported doing in new business, but Pittsburgh and Chicago mills are reported sold ahead 60 to 90 days.

At Chicago prices are scarce, and a premium is offered for early deliveries of galvanized and blacksheet. The rail market is active and 60,000 tons were sold at Chicago this week, while the total amount on the rail mill books is claimed to aggregate 1,000,000 tons.

While good sales of pig are reported at some markets, business as a whole in this line is quieter, without, however, any lack of firmness. Much is heard about forthcoming reductions in cost of ore, coke and labor, and this undoubtedly checks orders ahead, but higher prices for rails are talked of, and Southern furnaces are reported heavily sold ahead. There is little or nothing doing in Bessemer pig and billets. Among the other metals, copper is active and firm, but tin is weaker.

The shoe trade is cheerful and Eastern manufacturers report jobbers steady buyers at the slight advance made some weeks ago. Strong and wet weather is helping retail trade in shoes and rubbers in Northern markets. A better report comes from the flour milling industry, but the demand is hardly what was expected. Sugar is higher for raw, but the refining branch presents the old appearance of irregularity, and another price war is foreseen.

Wheat, including flour, shipments for the week aggregate 3,422,150 bushels, against 2,475,580 bushels last week, and 1,132,331 bushels in the corresponding week of 1899. From July 1 to date this season wheat exports are 81,231,426 bushels, against 94,301,273 bushels last season.

Failures for the week number 214, against 384 last week, 229 in this week a year ago, and 227 in 1899.

Canadian failures number 27, as against 28 last week, 21 in this week a year ago, and 29 in 1899.

## ON CONSERVATIVE LINES.

Orders Ahead Give a Confident Undertone to Trade.

NEW YORK, Dec. 7.—R. G. Dun & Co.'s weekly review of trade will say tomorrow:

Business is progressing along conservative lines. It is without excitement and without great speculative activity, but with a confident undertone, which is to be explained largely by the fact that leading concerns in most of the great industries have orders booked to employ their machinery at nearly full capacity during the months when curtailment was usual. No net reduction in working forces has appeared in the last fortnight, and a readjustment of wage schedule in some branches of the steel trade is effected without trouble. Prices of commodities are generally steady and holiday trade is brisk at all points. The South is particularly cheerful, with cotton

and the rice crop coming in at very full prices.

There is no cause for alarm in the small volume of new business at iron and steel centers. With the first sign of higher prices these came forward such a flood of contracts that mills and furnaces booked orders sufficient to keep the full force employed for months. Hence there has come a more quiet condition, with less bidding for products. Fortunately quotations were not forced up unreasonably during the week's greatest activity, and now there is no sign of depression. On the other hand, bars are more firmly held, while many idle mills have resumed in this department, and sheetmakers also insist on better terms. Other forms of finished material are steady and at most points pig is unchanged, although concessions are made for Bessemer at Pittsburgh. Numerous bridges are being erected by the railroads, and a heavy tonnage of structural steel is taken. Other railway supplies are in active demand, with rolling stock urgently sought. Business in iron is particularly brisk at Chicago. With slight moderation in domestic buying, more attention is given to exports.

Hides are easier, especially for country lines at Chicago. Even after the decline of the past two weeks, the average is above the closing prices of October. Wool remains steady and sales are less than half of last year. Manufacturers purchase carefully and the goods market is unusually dull for the season.

For the first time in many weeks the cereals exhibited strength, and some advance was to be expected after the extensive decline. When it was started upward by the foreign markets and prompt response here compelled covering of contracts. Nothing of importance was learned regarding domestic conditions, aside from the heavy marketing at interior cities, as indicated by Western crops of 5,400,000 bushels, against 4,000,000 bushels in the previous week. On the other hand, exports from the Atlantic Coast cities were only 2,314,696 bushels, against 3,324,777 bushels in 1899.

Failures for the week were 27 in the United States, against 22 last year, and 25 in Canada, against 25 last year.

## SPECULATION LESS ACTIVE.

## No Longer Buying Stocks With Vigor—Good Demand for Securities.

NEW YORK, Dec. 7.—Bradstreet's financial review tomorrow will say:

During the past week there has been a further slackening of speculative activity at New York. The public is no longer buying stocks with vigor, and while advances have been scored in various parts of the railroad share list, they seem to be the result of support by large interests or manipulation by bull power. The professional element has also continued to exhibit more or less inclination to work on the bear side, although so far as railroad stocks are concerned, the impression produced by their attempts to depress prices has been comparatively small.

In the industrial, however, declining tendencies have been more pronounced. The fact that the directors of the American Sugar Company, instead of increasing the dividend on the stock to 2 per cent quarterly, as was anticipated, kept the rate at 1 1/2 per cent, resulted in a sharp break in that important security, and later on there was a decline in Tennessee Coal, which also had an effect upon the market at large.

American Steel & Wire has been the object of a great deal of attention on account of the stories which are circulated of dissensions in its management, and the announcement that a stock exchange house has asked for proxies for use at the coming annual meeting, the purpose being to effect a change in the management.

Statements that the iron and steel trades, while in a sound condition, are by no means booming, have a tendency to create caution, not only in regard to industrials, but the railroad list as well, and offset to a considerable extent the continuance of good earnings by nearly all the leading systems. Rumors of deals and combinations are still heard, and support is given to many different groups of railroad stocks on this basis. It may also be noted that while speculative buying is of small proportions, the investment demand for bonds and dividend-paying stocks of the best class is on a large scale. The scarcity of high-grade bond issues is noteworthy, and has led to a marked demand for securities of what may be termed the second rank.

The January disbursements for dividends and interest will undoubtedly be the largest in the history of the United States, and the demand for securities in which to re-invest a considerable portion of the funds thus released is being, to a certain extent, anticipated and discounted.

## Bank Clearings.

NEW YORK, Dec. 7.—The following table, compiled by Bradstreet, shows the bank clearings at the principal cities for the week ended

December 6, with the percentage of increase and decrease, as compared with the corresponding week last year:

	Clearings.	Inc. Dec.
New York	\$1,475,922,000	21.8
Boston	145,270,000	1.4
Chicago	153,814,000	2.3
Philadelphia	110,547,000	8.1
St. Louis	26,969,000	12.1
Pittsburg	24,068,000	5.2
Baltimore	22,068,000	18.1
San Francisco	25,977,808	7.2
Cincinnati	18,704,000	4.8
Kansas City	18,023,000	18.0
New Orleans	19,655,000	33.4
Minneapolis	15,542,000	9.8
Detroit	9,719,000	8.8
Cleveland	15,333,000	21.8
Louisville	9,809,000	4.0
Providence	7,925,000	8.6
Denver	7,200,000	1.9
St. Paul	6,507,000	8.9
Worcester	1,711,000	1.2
Omaha	6,947,000	2.3
Indianapolis	7,034,000	6.4
San Antonio	6,735,000	18.4
Savannah	6,528,000	44.2
Hartford	2,820,000	10.3
Richmond	4,143,000	9.0
Memphis	2,841,000	47.9
Washington	2,844,000	7.5
Peoria	2,627,000	20.1
Rochester	2,250,000	11.5
New Haven	1,253,000	18.4
Syracuse	2,200,000	18.4
Atlanta	2,597,000	20.4
Hillsdale	1,704,000	10.7
Springfield	1,841,000	10.7
Port Worth	2,888,000	35.8
Carrollton, Ga.	2,800,000	10.2
Portland, Ore.	2,806,103	10.2
St. Joseph	4,279,000	1.5
Los Angeles	1,672,000	15.7
Norfolk	1,672,000	15.7
Des Moines	1,930,000	16.9
Pall River	1,244,000	8.9
Cincinnati	1,244,000	8.9
Grand Rapids	1,212,000	11.2
Augusta, Ga.	2,107,000	35.8
Lawell	2,047,000	17.9
Dayton, O.	1,238,000	2.7
St. Paul	1,238,000	2.7
Tacoma	1,071,466	12.3
Spokane	1,105,000	27.3
Sioux City	1,047,000	10.3
New Bedford	1,047,000	10.3
Carrollton, N. C.	851,000	9.3
Topeka	1,105,000	16.8
Birmingham	1,105,000	16.8
Richmond	597,000	18.7
Binghamton	597,000	18.7
Lexington, Ky.	252,000	18.0
Jacksonville	492,000	11.0
Kalamazoo	492,000	11.0
Yonkers	478,000	6.7
Charlottesville	253,000	10.6
Rockford, Ill.	337,000	4.5
Easton, O.	337,000	4.5
Springfield, O.	337,000	4.5
Large, N. D.	203,000	4.6
Sioux Falls, S. D.	176,000	4.6
Hastings, Neb.	176,000	4.6
Remond	133,000	4.6
Dayton	1,146,000	2.3
Duluth	11,400,000	18.5
Houston	9,078,000	15.0
Evansville	928,000	61.8
Mason	807,000	8.9
Helen	807,000	8.9
St. Paul	807,000	8.9
Springfield, Ill.	500,000	11.1
Youngstown	500,000	11.1
Colorado Springs	500,000	11.1
Totals U. S.	\$2,553,028,544	15.3
Totals outside U. S.	779,694,925	4.4

## DOMINION OF CANADA.

Montreal	\$1,382,479	2.6
Quebec	1,294,291	11.5
Winnipeg	2,090,298	11.5
Halifax	1,048,192	15.0
St. John, N. B.	747,806	7.9
Victoria	647,508	42.0
Vancouver	915,823	26.0
Totals	\$5,090,454	6.4

## Annex Panhandle to Baker County.

Frank Jasper, of Richmond, Eagle Valley, said to the La Grande Journal Tuesday:

"I am satisfied that about one-half of the taxpayers of the Panhandle desire that region to become a part of Baker County, being engaged in mining, stock-raising and other industries as the Baker people. Baker City now is the main trading point for our people, and they would find it convenient, also, to have that city as a county seat."

"I think one-half of the taxpayers would be glad to see the Panhandle made into a separate county. On one point all of the people in my section appear to be agreed, and that is that an effort will be made to have the Union County seat at La Grande. They think, too, that this effort will succeed."

## Yellow Fever Cure.

NEW YORK, Dec. 7.—Dr. Anzie Bellinaghi, a young specialist whose success in the treatment of sufferers from yellow fever recently attracted much attention in Mexico, is in the city on his way to Brazil. Dr. Bellinaghi has been offered the \$100,000 prize set aside by the Mexican Government for the discovery of a serum that would cure yellow fever, but he says that he is unwilling to accept the prize on the terms proposed by the Mexican Government, although he is ready to give all sufferers from the dreaded disease the benefit of his cure.

## BUSINESS ITEMS.

**If Baby Is Cutting Teeth.**  
Be sure and use that old and well-tried remedy, Mrs. Winslow's Soothing Syrup, for children's teething. It soothes the child, softens the gums, allays all pain, cures wind colic and diarrhoea. Sunday, 10c.

**For a Cold in the Head.**  
Laxative Broom-Quinine Tablets.

## COTTON VIA PORTLAND

## LAST WINTER'S EXPERIMENT HAS PROVED SATISFACTORY.

## Growing Demand in Orient to Be Partly Supplied Over Illinois Central and Union Pacific.

An experiment in exporting raw cotton through Portland to the Orient was tried a year ago, and it was so satisfactory that it moved the O. R. & N. to embark in the business on a larger scale. The shipments of cotton from this port were as follows:

	Pounds.	Value.
December, 1899	115,545	\$3,730
January, 1900	258,067	18,620
February, 1900	139,130	9,250
Total	512,742	\$31,600

For several years San Francisco has been exporting raw cotton to the Orient, chiefly to Japan, and in the past two or three years Puget Sound has handled considerable of the fiber. Trains brought cotton West and hauled tea East.

It is presumed that the cotton from New Orleans will go over the Illinois Central to Omaha, thence over the Union Pacific system to Portland. The Illinois Central, like the Union Pacific, is one of the groups of Harriman railroads, and to this fact it is probably due that an arrangement is practicable that will bring a great deal of cotton through the port of Portland.

It is understood that the O. R. & N. agents in the cotton belt will not be manned from the Portland agencies of the Union Pacific and Oregon Short Line that are to be closed at the end of the month. Men familiar with the business in that field will be employed there.

## PORTLAND'S NOVEMBER FREIGHT.

## Increase of 500 Carloads Over November, 1899.

The number of loaded freight cars handled in Portland in the month of November just past, compared with the number handled a year ago, is as follows:

November, 1900	13,944
November, 1899	13,444

Increase 500

Counting each carload 30,000 pounds, this shows an increase of 15,000,000 pounds, or 751 tons in the freight handled in the month just passed, over the same month a year ago. These figures include the reports from the Terminal Company, the O. R. & N. East Side business and the Southern Pacific at Jefferson Street and on the East Side. It does not include trolley-line business, nor does it take into account freight handled by water craft.

At the Union passenger station 34,700 pieces of baggage were handled last month, as against 23,286 for November, 1899, an increase of 5383 pieces for last month.

## TRAMPS AND THE RAILROADS.

## The Alabama Law and the Benefit That Has Come From It.

J. I. McKinery, superintendent of the Mobile & Montgomery division of the Louisville & Nashville, writes the Railway Age, of Chicago, as follows:

"In 1908 the Legislature of the State of Alabama passed the following act, which has proven to be of great value to the railroad companies, as well as the farmers of the state:

An act to prevent persons from beating their way on railroad trains in this state.

Section 1. Be it enacted by the General Assembly of Alabama, That any person other than a railway employee in the discharge of his duty who, without authority from the conductor of the train, rides, or attempts to ride, on top of any car, coach, engine or tender, on any railroad in this state, or on the draw-heads between cars, or under cars on truss rods or trucks, or in any freight car, or on a platform of any baggage car, express car or mail car, on any train in this state, shall be guilty of a misdemeanor.

Sec. 2. Be it further enacted, That any person charged with a violation of the first section of this act may be tried in any county in this state through which such train may pass, or in any county in which such violation may have occurred or may be discovered.

"Previous to December, 1908, our road between Mobile and Montgomery was infested with tramps. Many times they were so numerous that the train crews could not control them. Depredations were committed by them in every imaginable form—breaking into cars, stealing freight, wrecking trains, etc. On one occasion, between Florence and Mobile, they took possession of one of our trains, shooting the brakeman and throwing him off, and at another time shooting in the knees a brakeman who had put some of them off; again, four of them shot one

of our freight conductors. When they were put off trains they would frequently place obstructions on the track, causing wrecks; hence the necessity of the above law.

"As soon as the law became effective, our special agent on this division, R. S. Mitchell, began working on the matter, enlisting the aid of the different Sheriffs and deputies in the counties through which the road passes. All unauthorized persons caught on moving freight or passenger trains were arrested and tried before the different courts, and they were given anywhere from 60 to 120 days. After sentence they were sent to the saw-mills to work out their fines.

"Since the law went into effect, we have arrested and convicted 300 offenders, and the good results of this action have been far-reaching. We have noticed a wonderful decrease in the number of cars broken into and robbed. We have not had an attempt at a train wreck since the law was passed. Formerly the tramps camped along the right of way and foraged on potatoes, peas, corn, chickens and other farming products, and anything else they could steal. The farmers along the line all feel the good effects, and are loud in their praise of such a law.

"If the Legislatures of the different states would pass similar acts, it would have a wholesome effect and put a stop to the evil now resulting from so many unauthorized persons riding trains, and possibly would do away with the nuisance of the tramp."

## Western Winter Resort Travel.

CHICAGO, Dec. 7.—According to Western railway officials, the flow of travel from Chicago and the East toward the California Winter resorts is now breaking all records. So heavy has the traffic become that nearly all the roads, transcontinental as well as those with terminals at Missouri River points, have been compelled not only to put on extra

coaches on their regular west-bound trains, but in some instances run additional trains to accommodate the heavy traffic. Berth accommodations for California points have been engaged as far ahead as February.

## Conference of Western Presidents.

NEW YORK, Dec. 7.—The presidents of the Western railroads concluded their conference this afternoon. Chairman Jeffery said that the result, although not entirely satisfactory, was more satisfactory than the officials had reason to expect yesterday. He said the reports of all the committees were received, and the St. Paul and Kansas City committees will return to their respective territories and endeavor to work out a solution of the rate question there.

## Epworth League Rates.

CHICAGO, Dec. 7.—The Tribune says: Being unable to agree upon rates and divisions of Epworth League business by diversified routes from Chicago to San Francisco, the transcontinental roads have referred the matter for arbitration to the heads of the passenger departments of the Southern Pacific, Santa Fe and the Union Pacific railroads.

## W. E. Coman Transferred.

SALT LAKE, Utah, Dec. 7.—W. E. Coman, general agent of the Oregon Short Line at Portland, was today appointed general agent of the company at Salt Lake.

## Wales May See Cup Contest.

NEW YORK, Dec. 7.—A dispatch to the Journal and Advertiser from London says:

Either the Prince of Wales or the Duke of York will probably attend the American cup races next August, if political and social conditions at that time permit. The Prince would much like to attend. An intimation has been conveyed

that if proper official representations be made the Prince would be pleased to consider them favorably. The Prince has become more deeply interested in yachting than ever, and intends going in strongly for it next year, making the course of events in connection with Lipton's challenge. He will attend the trial races between the two Shamrocks next Spring, and will probably sail on the new boat.

## Bishop McLaren's Jubilee.

CHICAGO, Dec. 7.—Four days beginning tomorrow will be devoted to the celebration of the silver jubilee of the Right Rev. William Edward McLaren, bishop of the Chicago diocese of the Protestant Episcopal church, the man who gave to Chicago the distinction of having the first Episcopal Cathedral in the United States.

## 30 DAYS TREATMENT.

**Dr. Burkhart's VEGETABLE COMPOUND.**

In case of catarrh, constipation, neuritis and female troubles this medicine always proves effective. It puts the system into perfect condition. If you are afflicted with any of these troubles, it is recommended.

New Vigor Infused Into the Body.

Dr. Burkhart's Vegetable Compound is a system completely run down and I suffered with catarrh, constipation, neuritis and female troubles. From the first dose I began to feel better. In 10 days I was completely restored to health. Margaret C. Cline, Ohio.

For sale by all druggists. Thirty days' treatment for 25 cents. Sixty days' treatment for 50 cents. 100 days' treatment for \$1.00. In Tab Form—Pleasant to take.

DR. W. S. BURKHART, Cincinnati, Ohio.

## The Christmas Scribner's

The December (Christmas) Scribner's for 1900 is unusually rich both in text and illustrations. The beautiful cover, by Maxfield Parrish, is printed in nine colors, and there is a colored frontispiece and an eight-page scheme in colors. There are eight short stories, attractively illustrated, and other notable features.

Printed in Colors

An article on the art of Puvis de Chavannes, by the distinguished painter and art critic, Mr. John La Farge, is a prominent feature of the number. It is illustrated with remarkable reproductions in colors of several of the most celebrated of the works of Puvis—altogether one of the most beautiful and successful schemes of color illustration ever attempted in a magazine.

Short Stories Illustrated

HENRY VAN DYKE'S "Pichon" is a story of the great Hudson Bay Wilderness, describing the adventurous life of a dog who managed to live down a bad name and win a high place in the community. It is illustrated by Charles S. Chapman.

FRANK R. STOCKTON'S "The Vice-Consul" is one of the best and most original of the author's whimsical conceptions, full of drollery and human nature. It is illustrated by A. I. Keller.

THE LION'S MOUTH, by Henry W. and Alice Duer Miller, is an amusing bit of social comedy based upon the faculty a certain type of woman has for getting others into trouble. The illustrations are by H. C. Christy.

ARTHUR COLTON'S "The Emigrant East" is a story of delicate sentiment and romance, the scene of which is a dusty old book-kept by a former professor of Arabic and Greek with his pretty daughter as assistant. The illustrations are by Jessie Willcox Smith.

THE CRANE, by Francis Churchill Williams, is the story of a steel giant that did the heavy lifting at the Sampson Steel Works and of what befell its master. Illustrated by Clifford Carleton.

W. C. BROWNELL contributes a critical and illuminative paper on George Eliot and her work.

POEMS, POINT OF VIEW AND THE FIELD OF ART. The Field of Art contains an interesting article on "Portrait Painting and the State" by Frank Fowler.

For Sale Everywhere

Price 25 Cents

Charles Scribner's Sons, 153-157 Fifth Ave., N. Y.

of our freight conductors. When they were put off trains they would frequently place obstructions on the track, causing wrecks; hence the necessity of the above law.

"As soon as the law became effective, our special agent on this division, R. S. Mitchell, began working on the matter, enlisting the aid of the different Sheriffs and deputies in the counties through which the road passes. All unauthorized persons caught on moving freight or passenger trains were arrested and tried before the different courts, and they were given anywhere from 60 to 120 days. After sentence they were sent to the saw-mills to work out their fines.

"Since the law went into effect, we have arrested and convicted 300 offenders, and the good results of this action have been far-reaching. We have noticed a wonderful decrease in the number of cars broken into and robbed. We have not had an attempt at a train wreck since the law was passed. Formerly the tramps camped along the right of way and foraged on potatoes, peas, corn, chickens and other farming products, and anything else they could steal. The farmers along the line all feel the good effects, and are loud in their praise of such a law.

"If the Legislatures of the different states would pass similar acts, it would have a wholesome effect and put a stop to the evil now resulting from so many unauthorized persons riding trains, and possibly would do away with the nuisance of the tramp."

## Western Winter Resort Travel.

CHICAGO, Dec. 7.—According to Western railway officials, the flow of travel from Chicago and the East toward the California Winter resorts is now breaking all records. So heavy has the traffic become that nearly all the roads, transcontinental as well as those with terminals at Missouri River points, have been compelled not only to put on extra

coaches on their regular west-bound trains, but in some instances run additional trains to accommodate the heavy traffic. Berth accommodations for California points have been engaged as far ahead as February.

## Conference of Western Presidents.

NEW YORK, Dec. 7.—The presidents of the Western railroads concluded their conference this afternoon. Chairman Jeffery said that the result, although