COMING TO OREGON

Homeseekers by Hundreds Load the Trains.

THE CHEAP RATES MOVE THEM

Twenty Per Cent of Immigrants by Northern Lines Are Bound for the State of Oregon-Many Carloads Come Through Huntington.

other Oregon points by the O. R. & N. Two hundred more, who will visit Puget Sound points on their stop-over tickets, say their ultimate destination is Oregon Talks with the homeseekers reveal that Oregon has been well advertised in the territory embraced within the scope of the homescekers' rates. The Webfoot state will catch at least 20 per cent of the immigrants coming by the Northern

HUNDREDS THROUGH HUNTINGTON, Every Train Carries Extra Cars and All Are Well Laden.

Homeseekers are pouring into Portland over the O. R. & N. through both Huntington and Spokane. Two extra cars arrived on the Spokane train resterday morning, there were four extra on the Union Pacific train that arrived last evening, and five extra on the Union Pacific train that arrived at 2:30 this morning. There are four extra cars on the Union Pacific train due at 8:30 this morning. On these 15 extra cars there were and are no less than 660 homeseekers bound for various points adjacent to Portland. None of these have return tickets, because that form of ticket was not sold, but not all of them are expected to lo-cate in the Northwest at this time. Many

families are among them.

The heavy traffic put the trains behind time, and a small mud slide at Dodson's, a few miles this side of Bonneville, caused still further delay, so the train due at 8:30 yesterday morning did not arrive un-til 7:45 last evening. The following train, due at 4:30 last evening, arrived at 2:30 this morning. The track is now clear

RIGHT-OF-WAY CASE AT KALAMA Same Proceeding as at Vancouver the Day Before.

matter of the Washington & Or egon Railroad Company against the Portland & Puget Sound Rallroad Company to get possession of the right of way of the latter company between Kalama and Vancouver was heard at Kalama yes-terday. The same motions were made the same arguments and the same rulings as at Vancouver, Thursday, and the same result was attained. Judge Miller took under advisement the question as to the priority of the rights of the Washington & Oregon Company, the petitioner, and the Columbis Valley Company, which, as before, was permitted to intervene. The same witnesses that were at Vancouver testing the Columbia Valley Company. testified, the Columbia Valley making even a stronger showing as to priority of survey in Cowlitz County, from Martin's Bluff north to Kelso and south to Lewis River, than it did in Ciark County. It also showed that the reason it had not proceeded to condemn the right of way in question was that negotiations had been opened with the company that owned the property, the successful conclusion of which would have rendered condemnation unnecessary. The jury to fix the value of the property in Cowlitz County was called for March 18

VANCOUVER, Wash., Feb. 15.-Judge A. L. Miller, of the Superior Court, ac-companied by the attorneys interested in the railroad condemnation proceedings had here yesterday, left by special steam-er this morning for Kalama, where similar proceedings were heard today, touch ing the Portland & Puget Sound Rail-road's right of way in Cowlitz County.

N. P. R. R. "DOUBLE-CROSS."

Tacoma Paper Says It Got Worst of Deal With President Hill.

On the theory that the Northern Pa-cific Railway Company had been induced to sell its interest in the Portland & Puget Sound Railway Company to the Union Pacific, the truth of which is denied by at least one of the parties men-tioned in connection with the transaction, the Tacoma Ledger comes to the following conclusion:
"There can be no doubt but that the

Great Korthern has given to the North-ern Pacific what is called the 'double-cross' in its alliance with the Union Pacific and its connecting lines. Without connivance of the Great Northern, it is said, the Union Pacific could not have bought the interest of the Northern Pa-cific in the Portland & Pugei Sound road, and therefore would not have been able to reach this territory.
"Let the future action of the roads be

a new line to this territory within a few turing every six months, and that the fight waged by the beginning 1892. Northern Pacific for many years to keep other lines out of Portland, by way of the Sound, has at last been lost."

NEW ROADS IN MEXICO.

To Develop Mining and Agriculture in Northwestern Provinces. SAN FRANCISCO, Feb. 15.-The Exam-

jects of the visit of President Hays, of the Southern Pacific, to New York, is to consult with the directors regarding prowas the New Mexico, Arizona & Sonora posed extensions in Mexico. The cor Railway. It runs from Benson, a station on the Sunset route, southwest via So-nora to Guaymas, on the Gulf of Cali-

"It is proposed to build two extensions on the road. One is to be 90 miles long, and will tap vast beds of coal in the nora. The other extension is to start from a station called Ortiz and run to Mazatlan, 420 miles to the southward. It is expected that this road will greatly develop mining claims and agricultural districts in many sections Northwestern Mexico."

WON'T AFFECT THE PANAMA.

Freight to Go Via Ogden Formerly Passed Around the Horn.

NEW YORK, Feb. 15,-The Journal of "Vice-President Hawley, of the South-

ern Pacific Railroad, has confirmed the report that arrangements had been made for handling, via San Francisco, freight from South American ports destined for Eastern States and Europe, which for-merly was shipped via the Panama Railroad. This arrangement is due to the termination of the contract between the Panama Railroad and the Pacific Mail new branch of freight business for the

Company, when questioned with regard to the new geal and its effect on that road, said that the Panama Railroad, at the will assume control next Monday. The present time, is handling a large volume Sentinel is the oldest newspaper in Wisof traffic both ways, and it is his imconsin, having been established in 1837.

pression that the shipments which will American ports for New York and Europe will consist chiefly of cargoes which pre-viously have been sent around the Horn. The route via San Francisco, he said is much longer, and an unnatural route as compared with that via the Panama Railroad. He inclined to the belief that the Southern Pacific deal will not make any serious inroads on the traffic handled by the Panama Rallroad and its steamship

No Attempt to Get White Labor. PORTLAND, Feb. 15 .- (To the Editor.)perintendent McGuire, of the Astoria & Columbia River Railroad, in The Ore-gonian of Thursday, says he can not get white labor and has to employ Japanese as section men. He has not tried to get white men. No order has ever been placed by him with any of the undersigned Portland employment offices for white men. The place to look for men is at the employment offices.

H. H. Higley Employment Office, 149 First street; R. G. Drake, 152 First street; Mrs. R. G. Drake, 152 First street; Acme SPOKANE, Wash., Feb. 15.—Of the 1990 Employment Bureau, 245% Morrison street; George F. Barden, Barden's Employment Agency, 167% Third street; E. this afternoon, 260 left for Portland and P. McCroskey & Co., 256% Morrison street.

Hill and Northern Pacific.

Wall Street Journal. Interests which have been well advised n Northern Pacific say that the stock has been left to itself for a few days, but will presently have another advance. They say that Mr. Hill is to become more directly identified with the management and that arrangements will be made for carrying out on that system more of the methods which have worked so well on Great Northern. This may involve some changes of officials. If such changes are made, they will be regarded by Great Northern people as insuring increase in the profits accruing to Northern Pacific

A New Financing Company. NEW YORK, Feb. 16.—It was reported in Wall street today that a financing company, with \$20,000,000 capital, was orranized some time ago by Kuhn, Loeb & 20., E. H. Harriman and associates, to acquire securities of railroad properties as they may deem advisable, and to issue in their place participating certificates. It is assumed that securities of the Chlcago & Alton, Kansas City South-ern, Union Pacific, Denver & Rio Grande and perhaps connecting or competing lines of these will be included in the purchases of the company.

Now Ripley Denies It.

NEW YORK, Feb. 15.-President Ripley, of the Atchison, Topeka & Santa Fe, left for the West last night. Before leaving. Mr. Ripley stated that there was no truth in the report that the Atchison and Southern Pacific had entered into a traffic

"We have many interests in common," said Mr. Ripley, "and these require frequent conferences between myself and Mr. Hays, but there is no formal traffic arrangement in contemplation, nor is there a union of interests in prospect."

Resumption on a Logging Railroad. CENTRALIA, Feb. 15.—It is rumored here that work will be begun in a short me toward extending and operating hat is known as the Tacoma, Olympia Chehalis Valley Railroad, ranning east from this city. This road extends several miles into the timber and coal lands lying east of here, and was used for several years in drawing logs for the mills. Should this report prove authentic, the road will be a great advantage to Cen-

St. Paul Lease Is Off. CHICAGO, Feb. 15.-The Times-Herald

'The deal whereby the Chicago, Milwaukee & St. Paul road was to be leased to the Great Northern has been called off because one or two large holders of St. Paul stock object to turning over to the Harriman-Hill combination the accumulated surplus of the road. This surplus ated all the way from \$19,000,000

Transfer Has Been Made.

SAN FRANCISCO, Feb. 15 .- Notwithsorbed the C. F. X., representatives of both parties interested in the deal admit that it has been made. The Armour agents here state, however, that the considera-

President Trumbull's Dental. DENVER, Colo., Feb. 15.-President Frank Trumbull, of the Colorado & Southern Railway, today published an offi-cial denial of the rumors that are in circulation of a combination of a portion or all of the system under his control

Railrond Notes. William Reid, of the Portland, Nehalem & Tillamook Railroad Company, yesterday returned from a trip to the summit of the pass between Gales Creek and the Ne-halem Valley. He found the pass covered

with snow to a depth of 3% feet. The Union Pacific has given notice to United States Treasurer Roberts that it is prepared to anticipate the payment of settlement of the Government's claim against the company. The note, which bears interest at 3 per cent, matures February, 1902, so that the company will save interest and secure the release of an equal amount of Central Pacific bonds "Let the future action of the roads be deposited as security. There now remains what they may, it is said there will be 14 unpaid notes of the above amount, maturing every six months for seven years.

ORO GRANDE MINES.

Company Forming Here to Develop Quartz Property Near Lewiston.

Perces County, Idaho, is at the Perkine company with Caleb Brinton, of Elk ity, Idaho. Negotiations have been carried out between them and Portland men whereby a mining company will be incorporated with headquarters at Portland, for the development of the Oro Grande group of quartz mines near Elk City, Idaho.

character of the quartz, Mr. Stacy says, is free milling and exceedingly rich. It is the intention of the company when organized to put a stamp mill on the property to treat the ore at the mine. Several hundred dollars have been extracted already by the use of a hand mortar. A pay streak about four inches thick, shows free gold in large quan-tities and one sample of two pounds' weight is valued at \$30. A wheelbarrow ad is said to have been taken out which run up to \$800, a hand mortar being used. Mr. Stacy thinks Lewiston is to be the future Queen City of the Inland Empire. The mild Winters, fruit lands and flowers of the valley make it a delightful place to live in. The agricultural lands eastward and southward for a hundred nlies will render grain-raising a paying business for many years to come. of this are stock ranges, mines and thou-sands of square miles of choice pine, cedar and fir, all tributary to Lewiston, and from thence down the Snake and Co-lumbia Rivers to Portland, and the sea-Leiwiston people are looking forward with interest to the building of the Missoula

Milwankee Sentinel Sold. MILWAUKEE, Wis., Feb. 15. — Announcement was made today that the Milwaukee Sentinel has been sold to "An official of the Panama Railroad Charles F. Pfister and other Republican

cut-off, via their city, to the Coast,

Keep Politics Out of Port of Portland Commission.

CHAMBER OF COMMERCE ACTS

Drydock Favored, but It Should Be Built by Men Familiar With the Shipping Interests of the City.

Commercial Portland protests against he action of the Multnomah delegation in the Legislature in making the Port of Portland Commission a political prize. Ten years ago the Commission was created to do work which rightfully be-longed to the United States Governmentdeepen the channels from Portland to the -and politics has never influenced it. Its membership has been selected without regard to party affiliations, and its duty has been discharged to the taxpayers whose money it collected and spent. It is now proposed by the Multnomah delegation to make the Commission a political machine. One of the most efficient mem bers the Commission ever had-E. T. Willlams—is removed because he happens to be the business partner of Donald Mackay, a Republican leader, and the political designs of the Multnomah delegation have caused T. B. Wilcox and Charles E. Ladd to refuse to serve longer on the commi-

Portland business men look with disfavor upon the proposal to make the commission the adjunct of the political fac-tion which happens for the time being to have a little power, and President Hahn. of the Chamber of Commerce, was pressed yesterday to call a special meeting of the trustees to take action. He complied, and the trustees met at 10 A. M. An adjournment was taken until 4 P. M., pending the preparation of sultable resolutions. At 4 o'clock, the trustees reassembled and unanimously adopted resolutions putting the Chamber of Commerce on record in the following important points: First-Indorsement of the efficient and

economical management of the present Port of Portland Commission. Second-Opposition to any change in the

recentled of the commission. Third-That the present commission be authorized to build a \$400,000 drydock.
Fourth — Warning the Legislature against the great danger of introducing politics into the Port of Portland Com-

The resolutions were telegraphed last night to President Fulton, of the Senate, and Speaker Reeder, of the House, with the request that they be read at the opening of the Legislature today. Senator Josephi was requested by telegraph to secure, if possible, a reconsideration of the vote by which the Port of Portland bill of political jobbery fame, passed the Sen. ate yesterday. Following is the text of the resolutions:

Whereas, The Portland Chamber of Com-merce, in passing its resolution of February 1, 1901, or indersing a measure authorizing the Port of Portland Commission to erect a drydock, etc., the trustees of the chamber did not contemplate that there would be any radical change made in the present personnel of the commission, whose efficient and economical record has been coupled with the knowledge that they have acquired during their period of They represent the interests of the city in closest touch with the shipping of this port, as well as its general welfare. The trus-tees think by reason thereof that the present missioners are especially qualified to per form the duties of said commission with the greatest economy and efficiency, which the

lie in regard to any commission. Resolved. That the Portland Chamber of standing the denial of E. T. Earl, of the as the Port of Portland Commissioners, and statement that the Armour line has absorbed the C. F. X., representatives of both parties interested in the deal admit that it has been made. The Armour agents that the present law be not changed, except to enlarge the commission's powers by authority to issue bonds, not exceeding \$400. necessary to locate and construct a drydock on the Willamette River of such size and con struction as they shall deem most serviceable for the public good, with the power and authority to maintain, repair and operate the

ify its previous resolution regarding the proposed drydock measure if there is any likelihood of the commission being formed upon a political basis, as the chamber is convinced that in time such a move would be sure to lead to less competent and more costly man-agement, which would uitimately defeat the much more important end had in view—a deep channel to the sea—when the present Port of Portland Commission was inaugurated. In-competent or lax management could soon in-crease the burden upon the taxpayers to such an extent that they might insist upon a repeal of the entire law.

Opinions of Merchants and Shippers. A number of leading business men and is prepared to anticipate the payment of exporters were asked by The Oregonian one of its notes for \$2.940,625, given in yesterday for opinions on the advisability of authorizing the Port of Portland Com-mission to issue \$400,000 bonds to build a drydock. There was but one objector-L Lang. He realizes that Portland's business and shipping interests would be benefited by a drydock, but he thinks taxes indebtedness should be created at this time. Others think that the drydock should be built by private capital, but as there seems to be no prospect for such, they waive whatever objections they may have and say: "Let the Port of Portland Commission build the drydock." The in-

L. A. Lewis, president of Allen & Lewis -I think that anything that tends to make Portland an economical port is to be sought. I do not believe that a drydock is really a legitimate work of the port, but in the absence of private enterprise I would not object to the port un-dertaking it. Some provision however, should be made so that the dock could be sold at any time and the port re-lieved of the responsibility of conducting it. Persons directly engaged in the ship ping business should be charged with the duty of building and operating the dry-

William S. Sibson, president of the Portland Grain Company-A drydock is a necessity for the port, and the Port of Portland Commission should build and operate it.

Peter Kerr, of Kerr, Gifford & Co., grain exporters—In view of the yearly growing commerce of the Columbia River, and of the facilities enjoyed by other ports on the Coast, I am of the opinion that a drydock is essential if Portland is to main-tain her position. I do not see that there is any necessity for any change in the personnel of the Port of Portland Com-mission. They are all men of ability and integrity, and have faithfully and efficiently performed their duties.

William D. Wheelwright, president and nanager Pacific Export Lumber Company There cannot be any question of the desirability of a drydock from the point of view of Portland's interests. The dock should be built under the supervision of the Port of Portland Commission, and be managed by it. I am opposed to any change in the personnel of the Port of Portland Commission. There is no ques-tion that the Commission has done good work, and never so good as in the past year or two. It is significant of prevailing political methods that the Commissioner who is largely responsible for river

improvement and the good results ob-tained should be marked for removal. His work was approved by an engineer selected by objecting members of the

Commission, yet the Legislature proposes to remove him because he is the busi-ness partner of a gentleman who opposed the election of the Citizens' ticket lass June. As a reward for faithful service the Commissioners should not only be retained, but their duties enlarged by giving them charge of the drydock. James Laidlaw, British Consul-I do not

e how any one who has considered the shipping business at all can fall to be convinced of the growing necessity a drydock in the Columbia River. my annual commercial reports of 1877, 1898 and 1899, I referred to this and sug-gested that British capitalists should look into the subject. As nothing has re-sulted from private enterprise, it seems to me that the only feasible body to take it up is the Port of Portland Commis-From my point of view it matters whether the dock is at Astoria or Portland, but I do not see that the neces-sary funds could be obtained at the for-mer place, while, if empowered to do so, the Port of Portland Commission could readtly secure the funds. I do not think that the question of its being a paying sition or not should influence as it is so serious a drawback to a port of the proportions of Portland that there should be no facilities for examining a vessel's bottom or for making necessary repairs below water. I have always beer inclined to believe that a drydock would pay fair interest on the investment, and such an improvement in the facilities of the port would in itself be a good investment in view of the greater number of steamers now trading here.

Charles E. Curry, manager of G. W. McNear, grain exporter—In the matter of a drydock, I would say that I consider it of the greatest importance to the State of Oregon, as well as the City of Portland. The shipping business of the Northwest is fast increasing, and in order for this port to maintain its present prestige in shipping and for foreign shipowners to look with equal favor upon this port, it will be necessary for this port to furnish equal facilities for repairing vessels to those offered by neighboring ports. It is not reasonable to suppose that foreign shipowners will look with equal favor upon this port, if in the event of damage to their vessel they are put to the extra expense of a trip to San Francisco or Puget Sound for repairs. Whether Port-land is the proper place for the drydock, from a financial point of view, I am not prepared to say.

Edward Ehrman, of Mason, Ehrman & Co.-l am strongly in favor of building a drydock according to the plan as already proposed. The elight increase in rate of taxation would be more than offset by the great benefits that our city would de-rive in having such an important adjunct added to our shipping interests. The drydock should be under control of the Port of Portland Commission, which commission, as it is now made up, is fully com-petent to manage its affairs successfully, as has been proven by past records. They are representative business men, all being more or less identified with the shipping business, which brings them directly in contact with the purposes of the commission. Politics should not be permitted to interfere in the affairs of the Port of Portland Commission, nor should petty differences of private nature be allowed to jeopardize the very life of the organiza-

Henry Hahn, of Wadhams & Co .- Portand's shipping interests are handicapped by the lack of a drydock. Since private capital will not interest itself in the enterprise, there should be no objection to the proposal for the present Port of Port. crease in taxes will be small compared

Solomon Hirsch, of Fleischner, Mayer & Co.-Whether a drydock should be built by the City of Portland, through the organization known as the Port of Portland, or whether it should be built as a private enterprise, is a matter to which I have not given much attention. As a general proposition, I am in favor of having a proposition, I am in favor of having a the United States, against 218 last year, drydock here, and am perfectly willing to and in Canada 40, against 42 last year, pay my proportion of the taxes necessary to have it built, and, inasmuch as the question has been agitated here for a number of years, and private enterprishas never yet succeeded in accomplishing anything in that direction, it is probably better to do it through the Port of Port

George Taylor, of Taylor, Young & Co. I regret exceedingly that there is an attempt to bring politics into the Port of Portland Commission I think every one who is familiar at cli with the subject is in favor of a drydock, and I think i should be under the control and manage ment of the Port of Portland. At the same time, there is no necessity to interfere with the Port of Portland Commispowers for the drydock. There never was a time when the river was in such good shape as it is at present, and this is entirely owing to the Port of Portland. All especially so is Mr. Williams, who has brought his intelligence and business sa-gacity-which are of no mean order-to bear on the matters connected with the tion with the other members of the Port of Portland has given results of depth of water never before attained. I believe the present board should be sustained for the ood work they have done in the past, and more appreciation shown them for the work in the future. Let a suitable bill be prepared for a drydock under the Port of Portland Commission, without interfering with the present commission.

I. Lang, of Lang & Co .- While Portland's shipping and business interests would doubtless be materially advanced by the establishment of a drydock, I do not believe that our people are justified in asking the Legislature to pass a bill au-thorizing the issuance of bonds for the purpose of building such a dock. We already have a large bonded indebtedness, and I am not at this time in favor of increasing our indebtedness for the purpose indicated. Were our financial condition different, we might then be in position to try the experiment, but our taxes are now too high, and economy instead of extravagance should be encouraged. While no doubt the large sum of money necessary to build a drydock would be economically handled by our present Port of Portland Commission, the disturbances that are now taking place by reason of suggested changes in this commission should be a warning to us at this time to be cautious in the matter.

PERSONAL MENTION.

County Judge W. W. Travillion, of Baker, is at the Imperial. Representative George Wheeler, of Ar lington, passed through the city yester day on his way home from Salem. J. B. Nelson, formerly of The Oregonian staff, now night manager of the Assoclated Press of Kansas City, is in Port and and will remain a week here and hereabouts. NEW YORK, Feb. 15 .- Northwestern

people registered at New York hotels to-day as follows: From Portland-Mrs. J. B. Montgomery, at the Manhattan. From Seattle-C. G. Comodia, at the Imperial. m Spokane-Miss A. M. Elander, a

Get It Out of Your Head.

Headache. You can by using Wright's Paragon Headache and Neuralgia Cure. For a Cold in the Head.

Laxative Bromo-Quinine Tablets,

SATISFACTORY DISTRIBUTION OF MERCHANDISE BY JOBBERS.

structural Materials and Railway Supplies in Great Request-Dun's and Bradstreet's Reviews.

NEW YORK, Feb. 15.-R. G. Dun & Co.'s weekly review tomorrow will say: Business continues of good volume in nearly all parts of the country, and re ports from the West and Southwest of a satisfactory distribution of merchandise by jobbers begin to have a familiar sound. Heavy orders came from agents on the road. There is no important change in prices in any department of manufacture's goods, and some staples the situation remains as at present, the surer the business world feels about rise in prices in the future, for the de mand for merchandise for prompt con-sumption does not decrease. Some progsumption does not decrease. ress has been made in the direction settlement of labor differences in the far West, and the temper of soft-coal miners is amicable, while there is little oncern among steel interests over the mills to enforce demands for higher wages. The standard measures of busiess makes favorable comparisons. At some points there is evidence of an inclination to delay operations in Iron and steel until something definite is kown regarding the proposed combination, but this applies only to small undertakings which are insignificant in comparison with the urgent dealings that cannot postponed. Purchasers find difficulty ecuring even approximate dates for de-ivery of goods in many products, and nills are so far behind orders as a rule that no new contracts are sought. Struc-tural materials and railway supplies are in greater request, numerous heavy or-ders being accepted this week at full prices. There is no inclination to shade otations of finished products, pig iron Pittsourg being again advanced.

No sign of weakness is apparent in any department of the boot and shoe indus-try. Some manufacturers have booked oders that will insure running on full lime well into May, and it is an excep-lonal case where jobbers can secure March delivery even from the smaller shops. Salesmen are returning from the West and South with most cheerful reports, while local jobbing is less brisk than last week, there is no complaint. Forwardings from Boston were 87,437 cases against 83,255 cases in the previous week, and although the total for two weeks is somewhat rmaller than the 185,068 cases shipped last year, the movement in 1900 was heavier than in the corresponding fortnight of any other year. News ress encouraging, despite that sales of col at three chief Eastern points rose 6.792,762 psunds, far exceeding all reent records, and showing a gain of 960, 600 pounds over the same week last year It was at this time in 1900 that the move ent commenced to fall off and the de pression began, which has continued ever Cotton fabrics continue quiet and do

nestic mills are not fully occupied. Liverpool cables have given no support while Manchester is securing raw cot-ton from India in unusually large quantities. These influences caused a further decline in middling uplands, taking the price to the lowest point in three months. Exports in January were valued at \$35, 837,834, against \$27,089,251 in 1900, but the increase was entirely due to an advance of 2.2 cents a pound in the price, as the quantity was 1842 bales smaller. Wheat was advanced this week by re

orts of receipts at the mills unfit for rinding. The flour output at Minne grinding. apolis is much smaller than a year ago and a further decrerase is expected. for the week were 2,478,521 bushels, against 1,529,533 bushels last year. Failures for the week numbered 257 in

Bank Clearings.

NEW YORK, Feb. 15.-The following table, mpiled by Bradstreet, shows the bank clearings at the principal cities for the week ended February 14, with the percentage of increase and decrease, as compared with the corre-sponding week last year:

	Clearings.	Inc.	Dec.	year, Prices show exceptional strength,
York	1,400,078,000	65.1	***	all things considered, the one weak spot
on no	133.814.000	0.2	EATY.	being raw cotton, which shares the rather
#g0	122,351,000 79,825,000 40,991,000	0.8	20.50	usual tone manifested by the cotton
adelphia	79,825,000	4.0	****	growers and yarn markets. Foreign de-
Louis	40,991,000	30.4	****	
shurg	20,877,000	50.3 12.5	****	mand for our breadstuffs has been rather
Prancisco	23,113,236	23.2	****	better. Specially cheerful reports come
innati	18,393,000	19.2	****	from the shoe and leather, the lumber
sas City	13,756,000	14.0	200	and the iron trades, the strength of
neapolis	8,577,000		4.4	prices of the latter having been increased
Director Contract Con	8,420,000 14,079,000	7.2	****	
eland	14,079,000	14.4	6.000	by the talk of pending consolidations, although the volume of business is re-
aville	9,332,000	2275	4.8	attiough the tolume of business is to
idence	6,560,000	12.8	****	stricted from the same cause. Fallures
raukee	6,251,000 4,600,000	8.8	****	are smaller than of late and current rail-
Paul	4.063,000	4.9	****	road earnings show large gains over
ha	5,861,000	19.4	0.01	good returns of a year go.
anapolis	7,602,000	28.0	22	Despite the check given to business by
mbus, O	7,602,000 5,931,000	25.5		the talk of consolidations, a fair volume
nnah	4,435,000		25.9	of trade is doing at all leading iron mar-
ver	4,490,000	6.8		
tford	2,181,000 3,515,000	0.000	4.0	kets, and the advances in these columns
mond	3,515,000	3272	12.5	last week are firmly held. Bessemer pig
phis	3,535,000	11.2	8.634	is still selling at \$13 25 at Valley furnaces,
hington	3,033,000	34.3	+++	equivalent to \$14 at Pittsburg, and sales of 10,000 tons are reported. Immediate
14	1,914,000	4.1	****	of 10,000 tons are reported. Immediate
Haven	1,429,000	212	9.2	deliveries of steel billets still cost 50
cester	1,407,000	2.4		cents to \$1 more than pool prices-\$19 75.
nta	1,497,000 2,314,000	18.4	****	
Lake	3,042,000	49.7	***	Chicago reports manufacturers' price lists
ngfield, Mas	1,386,000	12.6	6544	withdrawn pending the consolidation, but
Worth	2,638,000	81.0	****	that bilets are \$2 a ton higher on sales
land, Me	1,035,000	22.57	****	of 20,000 tons. Structural material is act-
land, Or	2,023,562	13.3	1.3	ive and the largest consumption since
Joseph	2,911,000	19.9	1.0	1896 is looked for.
Angeles	1,197,000		8.5	Wheat, including flour shipments, for
cuse	977,000	4.500	2.071	the week aggregate 4.814.878 bushels,
Molnes	1,374,000	20.8	****	
hville	1,632,000	51.1	4.000	against 4,997,813 last week, 3,934,069 in the
mington, Del	1,117,000	22.7		corresponding week of 1900, and 2,454,771
River	811,000	26.000	26.7	in 1899. From July 1 to date, this season,
nton	1,220,000	25.8	7.0	wheat exports are 125,790,374 against 136,-
nd Rapids	1,151,000	2.755	7.0	966,361 last season and 159,055,930 in 1898-99.
usta, Ga	1,610,000		8.2	Failures for the week in the United
ton, O	1,008,000	5.1 7.1	****	Pattures for the week in the Officed
tle	2,056,632	6.0	****	States numbered 235 as against 350 last
ma	1.067,500	34.2	20.07	week; 189 in this week a year ago, and
cane	862 040	44.50	26.5	160 in 1899. Canadian failures numbered
x City	\$62.040 1,190,000	30.4	++++	39, against 34 last week, and 35 in this
Hedford	470,000	1.7	****	week last year.
xville, Tenn	524,000	50.0	****	meen mee years
in	1,100,000	83.4 23.4	****	V. Winessiel Weekete
ningham	1,001,000		+ 4 **	In Financial Markets.
hita	575,000 329,000	10.3	11.5	NEW YORK, Feb. 15.—Bradstreet's
hamton	553,000	19.6	11.0	financial review tomorrow will say:
conville, Pla	320,000	9.2		Diverse influences were apprent in the
mazoo	308,000		2.8	action of speculation this week. In spite
op	591.000	39.3		of the strong tone which was manifested
ttanooga	475,000	22.3	****	early in the week, there were also indi-
of and the land	354,000	20.8	****	
ton, O	320,000	30.6	4434	cations of a disposition to take profits
ton, O	322,000	12.1	200	in the railrod shares list, based on the
go, N. D.	345,000	21.0	****	belief that the immediate developments
E Paule, S. D	172,000	50.2	13.7	in connection with the important combi-
mont, Neb	759,000	26.8	246.1	nations of properties had exhausted their
do	2,001,000	4.6		effect. There was a slackening of the
reston	8.220.000	9.5	2000	tendency to buy railroad shares and the
ston	8,220,000 7,515,000		2.7	
on no	716,000	****		concessions in prices apparently encour-
naville	819,000		13.9	aged bearish operators to attack prices,
ma	905,000	73.0	****	which they did on Wednesday with some
le Rock	655,000	14.5		temporary success. On the other hand,
ngstown	520,000	29.2	1.2	the idea that the arrangement for the pur-
rado Springs	1,331,000		****	chase of the majority interest in the Car-
_		****	****	needs Steel Company and the party to
tals U. S \$	2,056,829,181	36.5		negle Steel Company and its probable sequel in the form of a new and larger
tals U. S\$	056,750,907	9.7	****	sequer in the torm of a new and larger
TANALTATIONS	OF GIRTON	1	10000	combination of steel interests than heal

Totals U. S......\$2,056,829,181 Totals outside N. Y. \$ 656,750,807 DOMINION OF CANADA.

4.3 Totals \$ 20,447,386 2.7

BRADSTREET'S REPORT. Trade Advices Reported to be More Cheerful.

NEW YORK, Feb. 15.-Bradstreet's tomorrow will say: Trade advices are rather more cheerful. This applies as much as to current retail business, which has been enlarged with wintry weather, as it does to the opening Spring trade which finds stim-ulation in the general confidence felt as

Over 2000 Hospitals

administer to patients in cases of grip, consumption, dyspepsia, general debil-ity, nervousness, weak beart and low fevers.

DUFFY MALT WHISKEY CO.

Gentlemen: It has been about one year since I first began to use Duffy's Malt Whiskey both in prescripment in this insti-MONTEVUE HOSPITAL, Frederick, Md. tution. I find it a most effectual, invigorating, alcoholic stimulant, and prefer it to any other, as I believe it



to be absolutely pure. Its action on the general economy and the entire system is more effective than any other whiskey I have tried, and our patients take more kindly to it. As long as the quality remains at the present standard I shall always use it wherever an alcoholic stimulant is required, especially in that class of convalescents who need what we call "predigested foods." in that class of convalescents who need what we can predigested foods. In find from experience that Duffy's Pure Malt Whiskey acts gently, not vigorously, on the digestive system. We will always use it to the exclusion of all others on account of its absolute purity and the excellent results we have received from its use. I am, Very kindly, H. P. FAHRNEY, M.D.

Use Exclusively

Duffy's Pure Malt Whiskey has brought the blessing of health to thousands of homes during the past forty years. There is none "just as good as"

Duffy's. The dealer who says so is thinking of his profits, not of your health.

> ST. JOSEPH'S HOSPITAL, 1215 Walnut St., Reading Pa., July 6, 1900. We are using Duffy's Pure Malt Whiskey in the St. Joseph's Hospital as a stimulant, because we believe it G. E. NEWBY, M. D., Res. Physician to Hospital.

MERCY HOSPITAL, Wilkes-Barre, Pa. November 28, 1900. Dear Sirs: The use of Duffy's Pure Malt Whiskey for irritable stomach has proven it to be a thoroughly reliable and satisfactory article and one always to be depended on. Respectfully, H. A. FISCHER,



EASTON HOSPITAL, Easton, Pa. I have used Duffy's Pure Mait Whiskey in my practice, and have always found it to do good work. believe it to be perfectly pure. It is retained by the most irritable stomach. H. D. MICHLER, M. D.

Duffy's Pure Malt Whiskey is a form of food already digested, for the convalescent or the weak and tired a teaspoonful in half a glass of milk, three times a day, will soon build up strength and energy. It can be retained by the most sensitive stomach. 7,000 doctors prescribe it,

Duffy's Pure Malt Whiskey

CAUTION: We wish to caution our patrons against so-called Malt Whiskey" sold in bulk and unsealed bottles, Duffy's Pure Malt Whis key is sold in sealed bottles only. If offered for sale in bulk or unsealed bottles it is a fraud. Insist on getting the genuine. Refuse substitutes.

The distinguished writer of the following letter has served her beneficent mission at the head of some of the largest curative and charitable institutions

in the country:-It gives me great pleasure to recom-mend Duffy's Pure Malt Whiskey, which I have used for consumptives in the last stages of the dread disease. Aside from its medicinal properties it is very mild. The patient can retain it when all other stimulants fail. recommend it to all. MOTHER HIERONYMO, Rochester, N. Y.

FREE. If you are sick and run down, write us. It will cost you nothing to learn how to regain health, energy and vitality. Medical booklet and testimonials sent free.

It is the only Whiskey taxed by the overnment as a medicine. a guarantee. All druggists and grocers, or direct, \$1.00 a bottle, DUPPY MALT WHISKEY CO., Rochester, N. Y.

to the general outlook for the coming

stocks and kept the street waiting for some anouncement in this connection.

some anouncement in this connection.

Thursday, when prices in the railroad de-

partment seemed liable to settle down still further, the market as a whole was

again stimulated by the report that the

news of the rearrangement in the steel industry might be brought about at any

moment. It was further agreed that the

large financial interests which are en-gineering the steel deal would be likely to prevent any serious break in prices,

pending the consummation of their plans, and this idea seemed to find support in the strength of the coal stocks and other

securities with which these interests are identified. There were no other factors

of general importance materially to affect

been seen, were progressing favor-held up the principal industrial

combination of steel interests than

Prices show exceptional strength,



circulated, but did not gain the same credence as during the preceding fort-PRICES OF SHEEP.

Buyers and Growers Have Not

"There are now 265,000 head of sheep

in Morrow County," Mr. Rhea said at

rom the shoe and leather, the lumber and the iron trades, the strength of Agreed Upon a Scale. rices of the latter having been increased The price to be paid for yearling wethy the talk of pending consolidations, ers, which are to be driven out of East-ern Oregon this year, has not yet been tricted from the same cause. Fallures fixed, though buyers and growers are seen re smaller than of late and current raila good deal together at the hotels of Portland. I. A. Carson, a Wyoming buyroad earnings show large gains over ood returns of a year go. Despite the check given to business by er, who paid \$2.50 a head for 9000 last year, declares that he lost money on the transaction. He expects to buy the same he talk of consolidations, a fair volume f trade is doing at all leading iron marclass of sheep at \$1 50 a head, after shear. tets, and the advances in these columns ast week are firmly held. Bessemer pig ing in April. C. A. Rhea, a prominent sheep raiser, offers \$2 25 a head for 15.still selling at \$13 25 at Valley furnaces, 600 and as yet has not secured any. Mr. quivalent to \$14 at Pittsburg, and sales f 10,000 tons are reported. Immediate eliveries of steel billets still cost 50 Rhea has sold at \$2.50 a head 4900, which he carried through the Winter. He does not think sheepmen will quote below \$2 50 cents to \$1 more than pool prices-\$19 75. Chicago reports manufacturers' price lists

withdrawn pending the consolidation, but hat bilets are \$2 a ton higher on sales the Perkins yesterday, "and there will be 150,000 lambs in the Spring. Fully 100,f 20,000 tons. Structural material is actve and the largest consumption since 895 is looked for. Wheat, including flour shipments, for 600 sheep should therefore be sold, as mountain range is becoming too scarce for Summer pasture. The surplus can, for Summer pasture. The surplus can, however, be sold to Coast buyers, as the he week aggregate 4.814.575 bushels, gainst 4.957.813 last week, 3,931.099 in the corresponding week of 1990, and 2.454.771 n 1899. From July 1 to date, this season, Puget Sound cities, British Columbia and Alaska have to find their mutton in Oreheat exports are 125,790,374 against 126, James Wright, a North Yakima dealer, 56,361 last season and 159,055,930 in 1898-99. who handled 40,000 head last year, is at Failures for the week in the United tates numbered 226 as against 350 last

the Perkins. He is in the market for all he can buy "at the right price." He talks of \$2.50 as a fair figure, but fears he will have to pay more. R. Castoday, a Rawlins, Wyo, buyer is in the city with a view to talking with sheepraisers. He will buy 10,000, he said, if he can get them at figures which will allow him a fair profit, after shipping to the feeding grounds East. At this time last year Eastern buyers were much more

in evidence than now, though there is plenty of time to buy yet, as deliveries are not made until after the wool is sheared from the sheep in the Spring. To Regulate Grazing.

WASHINGTON, Feb. 12.-Senator Carter, of Montana, has offered an amend ment to the sundry civil appropriation bill which has attracted a great deal of otice and comment among Senators from Western States. It is one of those amend-ments which proposes, in a general way, prescribe certain regulations governing grazing on the forest reserves, and

is as follows: "That any person residing within the limits of any forest reservation, or any person who did reside therein at the time of its creation, or whose livestock had ranged within the area covered by such reservation prior to its creation and still ranges within its limits, shall be permitted to graze livestock continuously within the limits of such reservation upon the condition that he will at all imes use his best efforts to prevent the starting and spread of forest fires in the locality in which his stock ranges." There is some little doubt if such an amendment as this can be incorporated in the bill at this time, when there is practically no opportunity for debate.

For a Cold in the Head,

the market at large. Reports of new early. Renew it with Parker's Hair Balsam. combinations in the railroad world were For all skin troubles use Greve's Cintment, 60c

Laxative Bromo-Quinine Tablets. Care, worry and anxiety whiten the hair too