improved.

been fully organized as above,

George Gould at Salt Lake

BROOKLYN SEWER SYSTEM.

Sub-Board of Trade Passes Resolu

tion Favoring It.

FIVE SHIPS REACH PORT

SOUTHERLY WEATHER BRINGS UP THE GRAIN FLEET.

French Bark Europe Makes a Good Lender-Nesnin's Fast Run From Valparaiso.

The French bark Europe, after an ab sence of less than II months, is back in port again, for another cargo of wheat. This big fourmaster seems to be a mascot for bringing in ships in a bunch. She sailed into the Columbia October 7, 1990, and was followed in the same day by four other vessels, the Altair, Nomia, County of Edinburgh and Admiral Courbet. Yesterday she sailed in at 8:30 A. M., and was followed a few hours later by the German ship Nesala, German bark G. H. Wappaus, British ship Crown of India, and Norwegian bark Albania. This is the largest num-ber of grain ships that has entered the river in any one day since the opening of the season, and they have a combined carrying capacity of over 500,000 bushels of wheat. The Nesala carried off the honors of the day for fast time, with a 4 days' trip from Valparaiso, which is not far from the record.

The Albania was only 55 days from Panama, a very good passage from a port as hard to get away from as the isthmus metropolis. The Europe, which led the fleet, was 62 days from Hobart, and the G. H. Wappaus got in 58 days in making the passage from Kiao Chou, a run usually covered in 35 days. When the Europe sailed from Portland last November she went direct to Liverpool, and after discharging her cargo of wheat at that port, she loaded general cargo for Hobart, which is in Tasmania. She came up from the Australian port in ballast. All of the shins will be brought to Portland as fast as the towboats can handle them, and will materially aid in giving the November fleet a good start.

PAST STEAMERS WANTED.

New York Passengers for Brazil Go by Way of Europe. NEW YORK, Oct. 18.—E. P. Paz, editor and part owner of La Prenza (the Press), of Buenos Ayres, Argentina, one of the most influential newspapers in South America, who is in this country to bring about better communications between the United States and South America, makes the following observa-tions concerning the objects of his trip: "I leave for home October 22, and to

save time I sail on the Kalser Wilhelm der Grosse to Cherbourg, and take a eamer at the latter place for my home. occupies 21 days. Going direct from York requires 25 days, because of the class of vessels engaged in the serv-

South America by way of Europe when a line of first-class steamers could make the direct trip, stopping at Rio Janeiro, in from 12 to 18 days. Our people are be-coming greatly interested and, while no aid is expected from the Argentine Gov-ernment, there is a general belief that such a line of vessels will soon be put on and prove a paying investment. I intend to advocate strongly better transportation from the United States. The Ham-burg-American Company evidently sees great possibilities and is running a line teamers from Europe to our country thence down the coast to Patagonia. The Lambert & Holt Company, an English corporation, owns a line running between New York and the Argentine Republic, and has more business than it can hundle. Much of the business in the Argentine Republic is controlled by Germans, Englishmen and Italians, but I am satisfied North American capitalists could go to many South American republications of the control of the country of the control of the contro lics, especially ours, and profitably take numerative concerns now controlled by other countries."

WIRELESS TELEGRAPHY.

North Head Station to Be Equipped If Appropriation Is Increased.

ASTORIA, Or., Oct. 18.—Weather Observer B. Johnson, of this city, has received the plans and from Major Langfitt. United States Engineers, in charge of this lighthouse district, for the wireless telegraph station to be erected at North Head, for reporting to the local weather bureau the arrival and departure of vessels at the mouth of the Columbia. The original plans for this station are made on estimates based on conditions which existed a couple of years ago, but it was found that the plant could not be constructed and placed in condition for use within the amount of the appropri-ation made by Congress for the purpose on account of the advance in the price of materials to be used. Since then the plans have been modified considerably in the hope that the work could be done for the original price fixed. It is difficult for the Government architects at Washington to acurately figure on the cost of construction under the conditions that exist here, but if the present plans prove to be too expensive the difficulty may be remedied by a further appropriation at the next session of Congress,

FAST WORK ON THE FRONT.

Rickmer Rickmers Londs Wheat as Soon as She Reaches Port.

The German ship Rickmer Rickmers, which arrived up Thursday afternoon, commenced loading wheat yesterday, and will be given the usual quick dispatch The Rickmers carries water ballast, and when she arrived at Astoria an enterprising ship-liner from this city went down to meet her. The owners of the Rickmers had made a contract with another liner for the ship, but had failed to advise the master, who proceeded to do business with the man who first extended the glad hand.

The newcomer in the ship-lining busi-ness, secure in the belief that a contracted ship could not get away from him, failed to keep track of the vessel's move-ments, and when he went over yesterday morning to take measurements prepara-tory to ordering the lumber for lining, he found his rival just finishing the job of lining, and wheat going into the lower hold as fast as a big gang of men could send it. Competition is rather fierce on the Portland water front just at present and the man who falls to set his alarm clock for an early hour in the morning is not liable to be busy through the

EIGHTY-FIVE DOLLARS PER MAN. Ships Are Cinched by the Puget

Sound Boarding-House Men. PORT TOWNSEND, Oct. 18.—The German ship Pera, which, since her arrival on Puget Sound, has had so much trouble with sallors, and three of whom were arrested and held in jail here without warrants, and who were released upon habeas corpus proceedings in the United States Court, has lost five more sailors, and is now here trying to secure a crew. The boarding-house mas-ters are demanding \$85 for each man, and refuse to put a man aboard for less. The ship is loaded and as the boarding-house masters all over the Sound have formed a trust, it is probable the Pera will have to submit to their demands.

QUARANTINE IS LIFTED.

Alaska Vessels Will No Longer Be Forced to Undergo Inspection. PORT TOWNSEND, Wash., Oct. 18 .-Quarantine regulations, which have been in force against Alaska since the 19th of last May, will be raised tomorrow, and after that date no vessels will have undergo inspection at this point upon arrival from Alaska unless sickness exists

on board then they must call for inst

tion. Dr. M. H. Foster, in command of

Puget Sound station, today sent official notices to masters of vessels and all steamship companies operating Alaska vessels, of raising quarantine. Dr. Fos-ter states that smallpox has disappeared at all points along the Alaska coast, and according to reports there are but a few if any cases among the Indians of Alaska, and further, that there is little danger of the disease again becoming epidemic among the Alaska Indians, as most of the Indians have had the disease during the past two years, and those who have not had it have been vaccinated, hence there is little material for the disease to work on.

MANCHESTER LINER ASHORE. Pilot Would Not Heed the Captain's

Warning. HALIFAX, N. S., Oct. 18.—On Pietres Ledges, a mile and a half from Low Point, on the shores of the east coast of Cape Breton, lies the big steamer Man-chester Shipper, of the Manchester line. She is fast aground and it will be difficult to float her. Two tugs were unable to budge her. Her ballast will be re-moved and another attempt made at once to get her off. The Manchester Shipper left Havre, France, October 5, for Mon treal, with 213 steerage and nine saloon passengers. She ran short of coal and Captain Goldsworthy decided to put into Sydney for bunker, Low Point was sight-ed at 10 o'clock last night and a few minutes later Pilot Ratchford boarded her and took her in charge. The night was dark and clear, though raining, and the different lights could easily be distinguished. The pilot was only on board 10 minutes when a colloquy is said to have occurred. Captain Goldsworthy said: "I am afraid that you are getting too "I know what I am doing," was the

pioit's response.

The captain again remonstrated with the pilot a few moments later, and this time the pllot was about to heed the captain's warning, but before he could do so the big ship was hard and fast aground. Her crew of 43 men and all the passenwith one exception, are still on

Russian Battle-Ship a Flyer.

BOSTON, Oct. 18.-The new Russian attle-ship Retvizan, built by the Cramps, of Philadelphia, arrived here today from New York, after an all-night run, in the course of which, for 12 consecutive hours, she was driven at top speed, and in spite of storm and darkness, she attained an average speed of 18.8 knots, breaking all records for that number of hours and showing herself to be the fastest battleship in the world. On Monday a trial will be held over the United States Gov-ernment course, and it is predicted that the vessel will maintain an average of at least 19 knots. Although the speed of the Retvizan was

taken officially for only 12 hours of the trip, it actually averaged 18 knots during 17 hours of the run.

Bark Criffel in Trouble. The British bark Criffel, one of the oldtimers of the Portland grain fleet, was scuttled in New York harbor a few days ago to save her from destruction by fire. The Criffel was one of last séason's grain fleet from Portland, and crossed the At-lantic to load for Dunedin and Lyttleton. She had the most of her cargo aboard when the fire was discovered near the main hatch. She was immediately flooded to the hatch combings and sank to the bottom of the river. The bark is believed to be uninjured, but the cargo of ammunition and coal oil is nearly a total loss. At last reports, divers were at work on the vessel and it is expected to raise he with but little difficulty as soon as the carge is removed.

The Ha Ting Afloat. VANCOUVER, B, C., Oct. 18.-The Ca nadian Pacific steamer Ha Ting, which was wrecked off Texada Island last Saturday, arrived in port this evening under her own steam. She towed into port the steamer Trader, which had been sent north to assit her. The Ha Ting will go dock at once either here or at Vicwater by one pump, which handles about 70 gallons of water per minute.

British Are Apprehensive.

NEW YORK, Oct. 18 .- According to the on representative denials by the officials of the White Star line of J. P. Morgan's negotiations for the purchase of the fleet fall to satisfy the pro-vincial press, which expresses apprehension lest another blow to British shipping may be impending. The officials here and in London are emphatic in contradicting all reports of a transfer of

Domestic and Foreign Ports.

ASTORIA, Oct. 18 .- Arrived at 9:30 A. M., French bark Europe, 62 days from Hobart. Arrived at 10:30 A. M., British ship Crown of India, 51 days from Nagasaki; German bark Nesala, 44 days from Valparaiso; German bark G. H. Wappaus, 58 days from Kiao Chou. Arrived at 3:30 P. M., Norwegian bark Albania, 55 days from Panama. Condition of the bar at 5 P M moderate: wind southeast: weather

Liverpool, Oct. 18 .- Arrived-Cufic, from New York.
Moville, Oct. 18.—Sailed—Furnessia, from Glasgow, for New York.

Southampton—Sailed, Oct. 17—Deutsch-land, from Hamburg, for New York, Moji—Sailed, Oct. 16—British steamer Langbank, for Oregon.
San Francisco, Oct. 18.—Arrived—Steamer Empire, from Coos Bay; John S. Kimball, from Nome via Seattle. Sailed—Steamer Walla Walla, for Victoria; steam-

er Edith, for Seattle; schooner North Bend, for Coos Bay. New York, Oct. 18.—Arrived—Patria, from Naples; Sicilia, from Genoa; Fuerst Bismarck, from Hamburg. Liverpool, Oct. 18 .- Arrived-Rhynland, from Philadelphia

Hamburg, Oct. 18 .- Arrived-Belgravia, from Baltimore.

from Baltimore.
Sydney, N. S. W., Oct. 18.—Arrived—
Mowera from Vancouver, via Honolulu,
Cherbourg—Arrived, Oct. 17.—Auguste
Victoria, from New York, for Hamburg. Glasgow, Oct. 18 .- Arrived-Corean, from Philadelphia

Tacoma, Oct, 18.-Arrived-Steamship

City of Puebla, from San Francisco, via Seattle: British steamship Oscar, from Ladysmith, via Seattle. Sailed—American schooner Alvena, for Santa Monica; Danish ship Jupiter, for Queenstown. Seattle—Sailed October 17—Japanese steamer Kaga Maru, for Hong Kong; October 18, steamer Pleiades, for San Francisco; United States transport Dix,

for Manila; steamer St. Paul, for San Francisco. Arrived—Japanese steamer Riojun Maru, from Hong Kong. Seattle-Sailed Oct. 17-Japanese steamer Kaga Maru, for Hong Kong; United States transport Dix, for Manila, Arrived-Japanese steamer Riojun Maru, from Hong

Seattle, Oct. 18.-Sailed-Steamer Pleiades, for San Francisco; St. Paul, for San

Acolian Recital.

At the regular Saturday afternoon recital at the Aeolian Hall this afternoon the fol-lowing programme will be rendered. These recitals are free and all are cordially in vited to attend. Recital at 3:15: PROGRAMME.

orchestrelle-Overture, "Semiramide" Rossini Mr. Elwell. Pipe organ-"Schlerling" (Hemlock).Terschak
Mr. Hughes.
Piano-Sonata No 18. "Fant

Piano-"Roselille"-Paraphrase op. 61....

Mr. Bruce.
Pipe organ-Overture, "Die Fledermans" Pipe organ-Overture, Afr. Hughes,

NORTHWEST RAILWAY GOES UN-DER HAMMER FOR \$35,000.

Work on It Cost \$150,000-Now in Hands of Man Who Owns Mine to Be Served by It.

BAKER CITY, Oct. 18 .- The Northwest Railroad was sold in this city this af-ternoon by Wallace McCamant, masterin-chancery and special master commis sioner of the United States Circuit Court for the district of Oregon, upon an order of the court directing that the prop-erty and franchises be sold to satisfy the claims and judgments against the company. There was only one bid, that of Louis Rosenzwelg, of Erie, Pa., for \$35,-000. Mr. Rosenzwelg acted for Charles M. Reed, who is a large creditor of the Northwest Railroad Company. A repre-sentative of the Harriman roads, including the Oregon Short Line and the O. R. & N. Co., was present, but there was no attempt made at competition.

The Northwest Railroad is a road which was projected some years ago. It starts from Huntington, where it connects with the Oregon Short Line and follows along the Snake River on the Oregon side to the Seven Devils country, and from there it has been surveyed through to Lewiston, Idaho. About 12 miles of the grade has been finished and two or three tunnels completed and several more be-gun. Two or three engines and several cars were purchased and two ranches of considerable value belong to the road. The property and franchises, which include the right of way, are considered very valuable. About \$150,000 has been expended on the road so far. The original owners of the road also owned the Iron Dyke copper mine, which is one of the most valuable copper properties, in the West, but it is practically worthless with-out the completion of this railroad, by which the ore can be transported to market,

By order of the United States Court the mine was sold some time ago, and is now owned by Charles M. Reed, of Erie, Pa. owned by Charles M. Reed, of Erie, Pa.
The terms and conditions of today's sale,
as fixed by the court, required all prospective bidders to deposit \$5000 with the
master-in-chancery, and no bid for less
than \$50,000 would be completed and the work started, master-in-chancery, and no bid for less than \$35,000 would be considered.

Mr. Rosenzweig declined to make any statement in regard to the purchase of the road, further than to say he had bought it for Mr. Reed, whom he repre-sented in the capacity of attorney. He said Mr. Reed was the one to say what disposition would be made of the erty in the future. It is understood that Reed is working in harmony with the Oregon Short Line and O. R. & N. and that whatever he may do in railroad building will not be antagonized by these

Some three weeks ago Lieutenant E. S. Farrow, a railroad and mining engineer, was here as the representative of the New York Trust Company, and he looked over the mine and railroad in the interest of his company. He was frequently in consultation with the superintendent of the Iron Dyke and Receiver Price. Mr. Farrow made a proposal to build a rail-road from here, saying that the terminus of the Northwestern road would be removed from Huntington to Baker This proposition is still before the Chamber of Commerce.

UNIFYING NORTHERN LINES.

Three Difficulties to Be Reckoned With in New Solvent.

A Wall-street correspondent of the Philadelphia Press discusses the pro-posed unification of the Hill-Morgan rail-ways as follows: "Three contingencies are to be met and accommodated before it will be possible even for Mr. Morgan and Mr. Hill to or-

ganize and perfect the proprietary com-pany that is, if organized, to be the boss, the supreme authority over the Great the supreme authority over the Great Northern, Northern Pacific and the Bur-lington Bailroad corporation. In the financial center rumors of variousk inds, some of them so detailed as to give to them the semblance of verity, have been in circulation for a week or more, agreeing only upon one point, that being the pur-pose of Mr. Morgan, Mr. Harrimen and Mr. Hill to turn over to a new all-embracing company the securities of the Northern Pacific and the Burlington and the Great Northern which these men hold.

"The first of the contingencies to met is the certainty that each one of these men will have a plan of his own and therefore there will follow the necessity either of yielding on the part of two of the three to the other one or else ome compromise or acceptance of some of the ideas which each of these men has in mind, so that thereby a compact and satisfactory organization can be perfected. The understanding here is that Mr. Hill is satisfied that he has worked out a plan that will be acceptable, but that it is a very different plan from the one Mr. Morgan has in mind. It is also the understanding that Mr. Harriman has no special plan in view, although he is persuaded that a proprietary company

is essential. "If a plan is worked out that will be acceptable to all the interests, the next contingency to be met is associated with the ability to organize and direct an un-derwriting syndicate to finance the prop-osition. It is evident that a syndicate of that character would be almost of the magnitude of the one that underwrote the United States Steel Corporation,

"The third contingency has reference to be willingness of the public to absorb the securities issued by the proprietary company, and that is one that can neve be determined until actual test is made.
"On the whole it is regarded as a rather difficult proposition, in many re-spects far more difficult than the organ-ization of the corporation designed to take over the various constituent com-panies which when combined represent the possessions and resources of the United States Steel Corporation."

HARRIMAN COMING WEST.

Will Inspect Pacific Coast System-Few Jobs Lost. SAN FRANCISCO, Oct. 18.—The gen-eral officers of the Southern Pacific Com-pany have received word from E. H. Har-

riman, the new president of the railroad, that he intends coming to San Francisco While on the Coast it is expected that he will make a tour of inspection of the entire Pacific system. He will also run the Oregon Short Line and the O.

J. C. Stubbs, traffic director of the Harriman roads, who is here to attend the marriage of his daughter, says it is a mistake to assert that by the consoli-dation of the traffic departments of the Harriman roads in the West under him many men lost positions. "With hardly an exception," he added, "all the men were taken care of; in fact, some have better jobs now that they had before."

TROLLEY LINE FOR WALLA WALLA Franchise for 25 Years on All the Streets Granted.

WALLA WALLA, Wash., Oct. 18.—The City Council tonight amended and passed by unanimous vote the ordinance grantby unanimous vote the ordinance grant-ing Edward S. Isaacs and associates a franchise to build and operate for 25 years an electric street-car line in Walla Walla, an electric street-car line in Walla Walla, with to build in any and all streets single trolley or other electric system. Mr. Isaacs agreed to the amendments and announces his intention to build the road in the near future, as there is plenty of capital behind him

New Burlington Company Organized. BURLINGTON, Ia., Oct. 18.—The new Chicago, Burlington & Quincy Railway Company, which was incorporated in this

city Thursday, was fully organized at a meeting held this afternoon. The following officers were elected: President, A. W. Baldwin, Burlington; vice-president and treasurer, J. C. Peasley, Chicago; secretary, H. E. Jarvis, Burlington.

The meeting was held behind closed doors and one day earlier than given out.

INDUSTRIAL LINES. doors and one day earlier than given out. All the stockholders were present. In reply to numerous questions, the officials

would state only that the company had street-Some Advances in Staples -Bank Clearings Good. SALT LAKE, Oct. 18.—George J. Gould president of the Missouri Pacific Rail

way and chairman of the Rio Grande NEW YORK, Oct. 18.-Bradstree's toboard, accompanied by a large number of officials, arrived in this city tonight on a special train after a leisurely tour of inspection which extended from Denver to Sait Lake. Mr. Gould expressed himself as highly pleased with the physical condition of the road and stated that the entire system in the near future will be greatly At a rousing meeting of the Brooklyn

Sub-Board of Trade, held at the Web-foot engine-house, on Powell and Mil-waukie streets, the proposed Brooklyn sewer system was discussed, and it was the unanimous vote of the gathering that the sewer system should be constructed. City Engineer Chase was present, and was invited to address the meeting, and he complied. He remarked that the engineer's department did not begin sewers or other improvements, but carried out the wishes of the property-owners and the orders of the Council and Board of Public Works. Mr. Chase then entered into an extended explanation of the pro-posed sewer. While it had not been set down on paper he said he had in his mind an idea of the extent of the ter-ritory that the sewer district would con-\$15 50 per ton at valley furnaces.
billets have continued scarce and tain. It would contain between three and four square miles of territory, extend-ing to Mount Tabor and Woodstock, He explained that the surveyors were at work and the Engineer's Department was obtaining data for preparing the plans and details. This was being done along owing to the magnitude of the system pro-posed. He said the construction of the main conduit would have to go forward when the river was at the lowest point. This part referred to was through the Stephens Slough, where it was proposed to build the main conduit, and which

would be very large. Mr. Chase explained a great many things and gave much information on points that had not been understood. At the close of his remarks he received the thanks of the sub-board for his address. Remarks were also made by J. J. Murphy, Penumbra Kelly and others. It was then moved and carried that the Mayor and City Council be asked to assist the Engineer's Department in the prepara-tion of the plans of the sewer and also to further the preliminary steps.

At this same meeting J. J. Murphy ported what action had been taken for easing Hawthorne Park, and the board ndorsed the leasing of the park by the

Another Woolen Mill.

There are prospects that the threeacre tract of land on Milwaukle and Powacre tract of land on Milwausie and Pow-ell streets, formerly occupied by a pump-ing and electric light plant, and owned by the city, will be leased for a woolen mill. Application has been made by H. D. Wagnon to lease the ground, or that portion containing the buildings, for 10 porton containing the outlangs, for ly years for a three-set woolen mill that will be first class and give employment to about 50 men. The matter will come so before the water committee this afternoon. The water committee uses the buildings and the ground north of Brooklyn Creek for storage purposes, and will want to retain a place on the north side of the ground for this purpose. A member of the water committee said vesterday that he should be the said yesterday that he should insist that if the ground be leased that the lessees be required to build a storehouse for the use of the committee, and that the terms of the lease should be such as will resuch as will require that a woolen mill meet requirements.

The City Council will lease the property if it be leased at all, but would probably do nothing without a recommendation from the water committee. The committee on manufactures from the East Side Improvement Association, composed of E. H. Kilham, Henry E. Reed, J. E. Hunt, S. B. Cobb and George W. Weatherly, with W. D. Fenton, president of the association, has taken the matter in hand, and will make the proper representations to the water committee and to the City Council. It may be said that Eugene to the water committee and to the City
Council. It may be said that Eugene
City is making an effort to secure this
woolen mill.

Will Form Permanent Organization.

Proria
Privation
Atlanta
Morfolk
Des Moines
New Haven
Springfield, Mass.
Augusts

Will Form Permanent Organization. At a meeting last evening of the Albina Sub-Board of Trade it was voted to form a permanent organization, and also to favor the erection of a public hall on a site yet to be selected. The meeting was addressed by President Samuel Connell and Secretary C. W. Miller, of the Portland Board of Trade, and Secretary Willis S. Duniway, of the Lewis and Clark Centennial Commission. A building committee was appointed to select the site and to draw up the plans and specifications, and another committee to specifications, and another committee to solicit funds and to report at the next meeting. The building will cost about \$3000. Another committee, consisting of C. W. Miller, F. C. Beach and C. K. Henry, was appointed to investigate the matter of inducing the promoters of the new woolen mill to examine sites in Al-

Reception to Dr. Elworthy.

A public reception to Rev. H. B. El-vorthy, D. D., pastor of the Sunnyside Methodist Church, and wife, took place at the manse, East Morrison street, in Sunnyside, last night. The house was filled to overflowing with the members and friends. Words of welcome were spoken by Rev. H. H. Crozler in behalf of the church, Captain Welch spoke for the warm welcome from the Sunday school, and Mr. Newell represented the Epworth League. To these addresses Dr. Elworthy responded, expressing his apprecia-tion of the welcome he and his wife had received on their return to the Suunyside charge for another year. He asked the hearty co-operation of all, so that the year would be fruitful in good works. Light refreshments were then served,

Enst Side Notes.

The Rev. Father L. A. Brosseau, of Montavilla, is seriously ill at St. Vin-cent's Hospital of typhoid fever. The petition for the improvement East Burnside street, between East Eighth and East Twenty-eighth streets, is being rapidly signed by the property-own ers. They seem to realize the necessity for the improvement.

Peter Snell reports that he was held up and robbed of \$2 15 at Belmont and East Twenty-third streets Wednesday evening. The thug shoved a pistol in his face and ordered him to throw up his hands, which he did promptly. that place will be one of the greatest mining districts on the Coast, Mr. Berg-

man said that one of the topics in Eastern Oregon is the 1905 exposition Wise Bros., dentists, both 'phones. The Falling.

If you are tired taking the large, old-fashicned griping pills, try Carter's Little Liver Pills, and take some comfort. A man can't stand everything.

Weekly Reviews of Dun and Brad-

norrow will say: Among the notable features brought out in trade dispatches to Bradstreet's this week are the seports of stimulated retail trade, due to cooler settled weather and advices of continued activity in leading industrial lines, notably iron and steel, shoes and leather, coal, lumber, jewelry and cotton and woolen goods. The ship-ments of products of these industries and of groceries to consuming sections continue heavy, and are accompanied by reports of delays due to the scarcity of cars. Another one of those slight upward swings in prices of staples, so numerous of late, has also occurred by which the general level of cereals, raw cotton, dairy products and Lake copper has been raised. Clearings have expanded because of an extension of interest in the security markets, but also because of continued good collections, which, in turn, have induced rather more ease in money rates at leading markets.

Advices from the South are still of a backward cotton crop movement, hampering Fall demand and collections, but even here there has been an improvement noted this week. Iron and steel

consumption continue fully equal and in some cases in excess of production. Features this week have been the sale by merchant furnaces in the Pittsburg dis-trict of 75,000 tons of Bessemer pig iron to leading interests at from \$15.25 to are practically unobtainable for prompt delivery, though \$27 and \$28 per ton is offered, against the nominal quotation of \$26 for distant delivery. Pig iron stocks in the Central West are said not to ex-seed one week's supply. Orders for fully 1,000,000 tons of rails for next year's de principal consuming interest has not yet apportioned its business, which is ex-pected to exceed 165,000 tons. Plates, bars, sheets and structural material are all active, but iron bars are reported easier. Tin-plate mills are catching up with their orders, and a cut is reported in the price of wire nails. Railroads are in the mar-ket for cars, and one Western system has bought 2000 this week. Export business in iron and steel is not promising.

weather and fear of frosts coupled with good reports from the print cloth industry, have stimulated raw cot-ton, and this, in turn, is reflected in higher quotations for nearly all leading bleached cottons. Woolen goods are rather quiet as regards new demand, but the mills are busy on heavy weights, and when these are out of the way a large volume of orders for Spring weights guarantees continued activity. Wool is steady and firm, with a large consumption progressing.

Failures in the United States for the 283 this week a year ago, 221 in 1899 and 213 in 1898. Canadian failures for the week number 29, as against 35 last week and 22 a

Bank Clearings. NEW YORK, Oct. 18.-The following table, mpiled by Bradstreet, shows the bank clear lngs at the principal cities for the week ended October 17, with the percentage of increase and decrease, as compared with the corre-sponding week last year:

| Clearings | Clearings | St. 346, 651,000 | Chicago | 152,754,000 | Boston | 147,218,000 | Philography | Chicago | 147,218,000 | Chicago | Chicag San Francisco 10.0 8,337,000 6,791,000 6,988,000 7,054,000 5,310,000 5,235,000 5,585,000 5,047,000 4,387,000 11.1 6.9 25.1 11.1 25.9 21.6 $\frac{16.2}{21.5}$ 20.1 Memphis . Portland, Or ... Grand Rapids ortland, Me... vansville 17.6 ilmington, Del.... 18.6 8.1 20.1 5.8 12.5 24.5 3.1 8.7 20.5 ittle Rock

New Bendu Lexington Springfield, Ill. Binghamton Chattanooga Kalamazoo Fargo 44.9 3.7 21.8 28.8 37.6 54.6 8.0 49.6 22.7 61.8 55.6 30.5 Youngstown Springfield, O... Rockford Canton Jacksonville ... 8,334,000 0,988,000 12,580,000 568,000 771,000 367,000 775,000 Columbus, O...... Houston ... Colorado Springs ... Wheeling, W. Va ... Chester ... Wilkesbarre

CANADA. Montreal\$ Toronto
Winnipeg
Halifax
Vancouver, B. C...
St. John, N. B...
Victoria, B. C...
Ouehee 34.3 7.1 48.8 10.4

Wichita

Akron New Bedford

828,781 825,737 712,245 1,305,765 Totals\$ 35,181,488 25.5 EXCEPTIONAL ACTIVITY.

Value of Legitimate Business Large Than That of Last Year. NEW YORK, Oct. 18.-R. G. Dun & Co.'s weekly review of trade tomorrow

will say:
Unfavorable signs are not evident in the

business outlook, Manufacturing indus-

tries enjoy exceptional activity, and most jobbers and retailers find no occasion for complaint. Mild weather is the one influence that may be charged with retard-ing retail merchandise distribution, yet it is the general opinion that sales thus postponed will be made up later. The same influence is invaluable in facilitating the handling of crops, erecting build-ings and other outdoor work. Although a fifth of the year is still to be heard from including the usual interruption of elections and possible disturbance of legislation, there is good evidence that the volume of legitimate business will largely exceed all previous records. Speculation is comparatively quiet, both in reconstitutes and ontions on leading products ecurities and options on leading products, which emphasizes the activity in trade channels, as shown by bank exchanges for the week at New York, 33 per cent larger than last year, and 8.4 above

1889. while at other leading cities the

Strength without inflation still charac-terizes the iron and steel situation. Despite two months of interruption by the strike, evidence accumulates that the year will surpass all records in production of finished material and conse consumption of pig iron. Orders already sooked for delivery far into 1902 promise that next year will bring still higher records, and the steadiness of prices makes the outlook especially favorable. Mills as a rule have practically closed contracts for all the orders that can be filled this year, and future developments can only affect conditions in 1902 as to finished steel. Heavy orders are recorded for rails, with a free movement of structural material, while wire and wire nails go abroad in large quantities. Pig iron is hardening under the vigorous demand forge and Southern foundry definite advances and Bessemer in Pitts burg is firm at \$16.

Tin plates are almost restored to norma prices. Since domestic mills have resumed and imports ceased, the London market has declined sharply. Copper rose in the face of reports that a large reduction in list prices was contemplated by leading producers to reduce stocks, Footweak factories still have many weeks' full employment on heavy-weight goods for Win ter. Supplementary orders for seasonable lines still arrive from Eastern jobbers. Prices are not quotably higher, though the rapid rise of leather has taken so much of the profit that shoes must soon deteriorate in quality if better quotations are not forthcoming. Leather has begun to exhibit symptoms of speculation, but buying by the leading manufacturers for actual consumption also reached a large

Woolen goods are more quiet, yet ship ments of over 5,000,000 pounds of wool weekly from Boston indicate no decrease in activity at the mills.

Fluctuations in cereals were small, with markets dull and featureless. Wheat jost a little of the early gain, although declining prices a year ago makes the dif-ference smaller than it has been at any time this crop year. Foreign liquidation of flour is still unsatisfactory, but the outgo of wheat is heavy. For the week United States exports, flour included, amounted to 4,391,503 bushels, compared with 3,646,761 bushels last year and 4,256,-766 bushels two years ago. Western re-ceipts of 5,903,614 bushels, against 7,425,-651 bushels last week and 7,125,419 a year ago, indicate that the new crop is being marketed less freely, dealers holding back in expectation of better prices.

Fallures for the week numbered 229 in the United States, against 204 last year, and 31 in Canada, against 26 last year,

FAVORING HOME PRODUCTS. Text of the New Law Relative to Buying Public Supplies.

Inquiries have been made about the law passed by the last Legislature directing a preference for Oregon products and manufactures in the purchase of public supplies. When the price and quality of home products and manufactures is not to the disadvantage of home goods, pur-chases shall be made within the state. The law is as follows:

Any person, committee, board, officer, or any other person charged with the purchase, or permitted or authorized to purchase sup-plies, goods, wares, merchandise, manufac-tures or produce, for the use of the state or any of its institutions or offices, or for the use of any county, city, town or school district, or any of their institutions or offices, shall always, price, fitness and quality being equal, prefer such supplies, godds, wares, merchandise, manufactures or produce as has been grown, manufactured or produced in this state, and shall next prefer such as have been partially so manufactured, grown or produced

New Homeseekers' Rate.

OMAHA, Oct. 18.—General passenger agents here have been asked to vote on a new homeseekers' rate for 1902. proposition for these rates is that they be made on the first and third Tuesday of February, March, April, August, September, October and November, at 11-5 fare for the round trip. The new rate raises the fare slightly and requires a long





Nervous Headache, Erysipelus, Scrof-nale Complaints, Catarrh, Indiggstion, a. Nervous Affection, Dyspensia, Con-and all blood disorders. All drug-DR. W. S. BURKHART, Cincinnati. 0.

THE TABHURST WO HEIGHTS AND TWO QUALITIES Cuell BRAND 25 each 25 for 25 t

Nasal CATARRH In all its stages there should be cleanliness. Ely's Cream Balm cleanses, soothes and leals the diseased membrane. TIVE It cures catarra and drives away a cold in the head

CLUETT PEABODY & CO

25 ceach

Cream Balm is placed into the nostrils, spreads over the membrane and is absorbed. Relief is immediate and a cure follows. It is not drying-does not produce specifing. Large Size, 50 cents at Drug-gists or by mall; Trial Size, 10 cents by mail. ELY BROTHERS, & Warren Street, New York.

gains were 16.3 and 9.1 per cent, respectively.

Every Sufferer From Catarrh Knows That Salves, Lotions, Washes, Sprays and Douches Do Not Cure.

Powders, lotions, salves, sprays and inhalers cannot really cure Cutarrh, cause this disease is a blood disease, and



ocal poplications, if they acc thing at all, simply give transient re-

The catarrhal poison is in the blood and the mucous membrane of the nose throat and trachen tries to relieve the system by secreting large quantities of mucous, the discharge sometimes closing up the nostrils, dropping into the throat, causing deafness by closing the Eustachian tubes, and after a time causing catarrh of the stomach or serious throat and lung troubles.

A remedy to really cure catarrh must be an internal remedy which will cleaned an internal remedy which will cleaned the blood from catarrhal poison and remove the fever and congestion from the

The best and most modern remedies for this purpose are antiseptics scientifi-cally known as Eucalyptol, Gualacol, Sanguinaria and Hydrastin, and while each of these has been successfully used separately, yet it has been difficult to get them all combined in one palatable. convenient and efficient form.

The manufacturers of the new catarrh cure, Stuart's Catarrh Tablets, have succeeded admirably in accomplishing this result. They are large, pleasant-tasting lozenges, to be dissolved in the mouth. thus reaching every part of the mucous membrane of the throat and finally the stomach. Unlike many cutarrh remedies. Stuart's

Catarrh Tablets contain no cocaine, optate or any injurious drug whatever and are equally beneficial for little children and adults. Mr. C. R. Rembrandt, of Rochester, N. Y., says: "I know of few people who have suffered as much as I from catagra

of the head, throat and stomach. I used

sprays, inhalers and powders for months at a time with only slight relief, and had no hope of cure. I had not the means to make a change of climate, which seemed my only chance of cure. "Last Spring I read an account of some remarkable cures made by Stuart's Ca-tarrh Tablets and promptly bought a fifty cent box from my druggist and obtained such positive benefit from that one pack-age that I continued to use them daily until now I consider myself entirely free from the disgusting annoyance of ca-tarrh; my head is clear, my digestion all could ask and my hearing, which had begun to fall as a result of the cutarrh, has greatly improved, until I feel I can hear as well as ever. They are a house-

hold necessity in my family."

Stuart's Cutarrh Tablets are sold by druggists at 50 cents for complete treatment, and for convenience, safety and prompt results they are undoubtedly the

BEST FOR THE BOWELS

perfect way of keeping the howels



KEEP YOUR BLOOD CLEAN

Curse DRINK DRUNKENNESS CURED

-BY-White Ribbon Remedy Can Be Given in Glass of Water, Ten

or Coffee Without Patient's White Ribbon Remedy was cure or destroy the diseased appetite for slooholde stimulants, whether the patient is a confirmed measure. "a tippler," social drinker or drunkard. Impossible for any one to have an appetite for sloohold liquors after using White Ribbon Remedy. Portland, Oregon: Woodard, Clarks & Co., Portland Washington streets. By mail, \$1. Trial package free by writing Mrs. T. C. MOORE, Supt. W. C. T. U., Ventura, Cal.



Livisuston, Mowr., Sept. 20, 98, and med one-half bottle of linepleids, my heat is free from dansient and my does not fill out as formerly. Law very continued over the require, and have resembled it to a minaber of my friends.

Mis Mannoch Bandwey.

For Sale at all First-Class Drug Stores.