FREIGHTS ARE FIRMER

RATES FOR OCEAN CARRIERS AGAIN ON THE UP GRADE.

Strong Statistical Position in San Francisco Affecting Northern Markets.

The British ship Tweedsdale is reported fixed for January loading at 35s 9d. This is the latest charter made for wheat loading in the Pacific Northwest, and it indicates that 30-shilling freights are not so near at hand as they seemed to be a short time ago. There is a firmer feeling at San Francisco, where the greatest pressure has been made against freights. The statistical position of freights in that port has been stronger throughout the season than it was in the north, but exporters by great effort kept them down, in some cases below the rates paid in this city. Now the strength of the situation is again being asserted, and high rates are being paid for some of the spot ships. The Sir Robert Fernie, a vessel of over 2400 tons net register was fixed in San Francisco a few days ago at 35s 9d.

There will be less demand for ships after the turn of the year, but if there should be a sudden bulge in the wheat market, it would start a selling movement that would be almost certain to at least prevent a decline, and might possibly cause an advance in freights. The San Francisco Bulletin, in discussing the situation in San Francisco, says:

"The depression in grain freights on the Atlantic Coast has had little effect on the Pacific Coast for spot or near-by tonnage, but for Spring loading rates are easier and much lower. The last three spot charters at this port, all reported last week, were 34s 3d for a ship of 1928 tons, 33s for a ship of 2437 tons, and 33s 9d for a ship of 2410 tons. These engagements are given in the order of the announcement to the public. The last one was reported on the 23d, but the charterers are resident of England, and the date of the fixture is not definitely known. Of 10 vessels known to be chartered to arrive for December or January loading at this port, one is to receive 28s 6d, four 37s 6d, one 33s 6d, one 32s 9d, and three 32s 6d. The one at 32s 6d and the one at 32s 9d are steamers. Both of these are listed as en route to Portland, but are reported in an English paper as fixed for loading at this port. We are assured that this must be an error, and that both steamers will load at Portland.

"So far only one ship has been chartered to arrive for January-February loading at this port. This is the Dechmont, 1642 tons, at 31s 9d. At last advices this ship was listed to load at Newcastle, N. S. W., for this port.

TO PREVENT EXPLOSIONS.

Treasury Department Issues a Circular Regarding Fusible Plugs.

Under date of November 22, Local Inspectors Edwards and Fuller have issued a circular to "masters, owners or agents of steam vessels," which, if carefully regarded, may prevent boiler explosions. It reads as follows:

"It has recently come to the attention of the department that the provisions of section 4426, revised statutes, requiring fusible plugs in boilers to be made of good Banca tin are being violated by substituting for that metal alloys consisting of but a small portion of tin, combined with lead and other metals inferior for the purpose intended to 'good Banca tin.'

"As the law referred to is absolute as to the use of 'good Banca tin' in the fusible plugs of marine boilers, 'in the flues, crown sheet, or other parts of the boiler most exposed to the heat of the furnace when the water fails below its prescribed limits,' the substitution of alloys of other metals in such fusible plugs subjects the makers thereof to the penalties provided in section 4429, revised statutes, as follows:

"'Every person who constructs a boiler, . . . or who deliver any such boiler for use, knowing it to be imperfect in its flues, flanging, riveting, bracing, or in any other of its parts, shall be fined $1000, one-half for the use of the informer.'

"Owners of steam vessels using fusible plugs filled with metal or metals other than Banca tin are also liable to a penalty of $500, under the provisions of section 4499, revised statutes.

"The manufacturers of fusible plugs, whether boilermakers or others, will be required hereafter to stamp their names thereon for identification and file with the local inspectors in the district where their plugs are in most general use a certificate stating that the fusible plugs manufactured by them are filled with good Banca tin."

NEARLY READY TO SAIL.

New Steamer Rogue River Will Leave for the South on Sunday.

The new steamer Rogue River was yesterday inspected by Messrs. Edwards and Fuller, and will start down the coast Sunday in tow of the steamer Alliance. The Rogue River is a handsome little sternwheeler built by Joseph Supple for the Rogue River Trading & Transportation Company, for service on the stream whose name she bears. This river is navigable for a distance of over 20 miles, and as it traverses a very rich region, the steamer will undoubtedly find plenty of business. The Alliance will tow the Rogue River as far as Coos Bay, and she will be taken the remainder of the distance by a tug. She was one of the stanchest sternwheelers ever put up in this port, and could undoubtedly steam all the way down from the Columbia to Rogue River, but it was thought best to send her down in tow of the Alliance.

The inspectors have had considerable business recently looking after the various craft in their jurisdiction. They inspected the steamer Felida, at Hood River Tuesday, and leave tomorrow for Albany, where they will inspect the small steamer Screech Owl. On their return Saturday they will make their annual inspection of the O. R. & N. steamer Elmore.

THE HOODOOED FLOTTBEK.

German Ship Which Is Always in Trouble Wherever She Goes.

The German ship Flottbek seems to be the victim of a perpetual hoodoo, which could give Jonas Mudd's brass monkey all kinds of odds and still win out. On her first trip to Portland several years ago the vessel was hanging around in a fog off the mouth of the river for several days, and when it lifted the ship was so close inshore that she was sailed into Willapa Harbor at midnight by Pilot Dan McVicar, after one of the closest shaves ever experienced by a vessel. Two years ago she was ashore in the China seas, but got off at heavy expense. Last year she came across the Pacific to Puget Sound, and piled up in that death-haunted region to the south of Cape Flattery. Again she was rescued at a cost of many thousand dollars for salvage, towage, repairs, etc., and loaded wheat for Europe. Her last exploit was told in the telegraph columns a few days ago. She went ashore last Sunday off Monmouth beach, in much the same manner as she piled up near Flattery rocks about a year ago. It is reported by the telegraph that the vessel may be saved. If such is the case, her owners should take immediate steps to have her name changed.

Wing and Wing Still Out.

NEWPORT, Or., Nov. 27.—The tug Rosarts arrived in this afternoon from Siuslaw. She reports not sighting the schooner Wing and Wing, which was reported flying distress signals off Siuslaw November 25. This schooner has been off Siuslaw about a month, in which time five other schooners have been towed in and out, but the Wing and Wing always stood well off to sea and never came in so the tug could take her in tow. The Rosarts towed the schooner Bella into Siuslaw yesterday.

Fishermen on a Strike.

PENSACOLA, Fla., Nov. 27.—Nine schooners of the fishing fleet of E. E. Saunders & Co. and the Warren Fishing Company are tied up at the wharves here, and the fishermen are on a strike, demanding a higher percentage of the catches. This the proprietors of the fishhouses say they cannot allow. The fishermen are organized as Knights of Labor, and number about 700. Other schooners will be tied up as they come in from the fishing grounds.

Sargent Towed Into Esquimalt.

VICTORIA, B. C., Nov. 27.—The bark C. F. Sargent, with coal from Seattle to San Francisco, was towed into Esquimalt early this morning, her pumps failing to work, when she had shipped a couple of seas.

The steamer Manauense has been chartered to carry 3000 tons of ore monthly from the Hayes mine on Alberni Canal to the Tacoma smelter.

River Steamer Sunk.

MEMPHIS, Tenn., Nov. 27.—The steamer John K. Speed, bound from New Orleans for Cincinnati, with 780 tons of freight on board, struck some obstruction in the river a short distance below the Memphis bridge this afternoon and sank. No lives were lost. It is thought the boat can be raised.

Domestic and Foreign Ports.

ASTORIA, Nov. 27.—Arrived at 8 A. M. and left up at 10:30 A. M.—Steamer Alliance, from San Francisco and way ports. Condition of the bar at 5 P. M., rough; wind southeast; weather cloudy.

Hoquiam, Nov. 25.—Arrived—Schooner Lizzie Vance, from Honolulu for Cosmopolis; schooner Lottie Carson, from San Francisco for Hoquiam; schooner Queen, from San Francisco for Aberdeen; schooner Harriet G., from San Francisco for Aberdeen. Arrived, Nov. 26.—Schooner Orient, from San Francisco for Aberdeen; steamer Grace Dollar, from San Francisco for Hoquiam.

San Francisco, Nov. 27.—Sailed—Steamer City of Puebla, for Victoria. Arrived—Steamer Thetis, from Seattle; schooner San Buena Ventura.

Yokohama, Nov. 27.—Arrived—Moyune, from Tacoma.

Tacoma, Nov. 27.—Sailed—Schooner Annie Larsen, for San Pedro; steamer Czarina, for San Francisco; steamer Umatilla, for Seattle and San Francisco.

New York, Nov. 27.—Arrived—Cevic, from Liverpool.

Moville, Nov. 27.—Arrived—Corinthian, from Montreal for Liverpool.

Queenstown, Nov. 27.—Arrived—Rhyneland, from Philadelphia for Liverpool; Teutonic, from New York for Liverpool.

Southampton, Nov. 27.—Arrived—St. Paul, from Liverpool.

Boston, Nov. 27.—Sailed—Commonwealth, for Gibraltar, Naples and Genoa.

Seattle, Nov. 27.—Arrived—Steamer Rainier, from San Francisco.

New York, Nov. 27.—Arrived—Menominee, from London.

Liverpool, Nov. 27.—Arrived—Vancouver, from Portland.

DAILY CITY STATISTICS.

Marriage Licenses.

Henry C. Lohmann, 47, and Hettie Opdycke, 28.

Solomon Walss, 26, and Amelia Leibovitz, 19.

A. J. Dupuis, 26, and Blanche Ethel Dewey, 18.

G. H. Tracy, Jr., 25, and Pearl Carter, 25.

Harry H. Carter, 24, and Hattie Graham, 20.

Philip Weinberger, 27, and Sofia Leibovitz, 21.

David Campbell, 36, and Wiebka Scherner, 23.

Frank M. Gray, 26, and Lorena Cook, 18.

Joseph W. Franklin, 40, and Sarah F. Whittle, 27.

Death Returns.

November 24, Elizabeth Kane, 80 years, 414 Hawthorne avenue; cancer.

November 24, Sarah M. Kelty, 54 years, 168 East Sixth street; paralysis.

November 24, Paul Nuedaumer, 38 years, Good Samaritan Hospital; pyelitis.

November 24, Sarah Rebecca Marshall, 569 Third street; heart disease.

November 23, Daniel Holton, 65 years, St. Vincent's Hospital; fracture of skull, accidental.

November 25, Melinda C. McCreary, 89 years, Home for the Aged; senility.

November 25, Robert H. Weeks, 64, 538 Glisan street; acute pneumonia.

November 24, Sidney Spreadborough, 24 years, Columbia Slough; gunshot wound, accidental.

November 27, Daniel Folletti, 94 years, 732 East Eighth street North; heart disease.

November 26, G. Fields, 73 years, 541 East Eleventh; cancer of the stomach.

November 25, Rozelle P. Bateman, 77 years, Patton Home; old age.

Birth Returns.

November 17, boy to wife of J. C. Mullen, 348 Burnside street.

Contagious Diseases.

Elsie Aldrich, Milwaukie; scarlet fever.

Son of M. Rohles, 181 Tenth street; scarlet fever.

Building Permits.

Lee Sanborn, two-story dwelling, Gantenbein avenue, between Stanton and Sellwood streets; $1850.

H. C. Alber & Co., repairs to building corner Grand avenue and East Madison street; $500.

Real Estate Transfers.

Alliance Trust Company, Ltd., to Oscar Milmoe, part of block 138, city	$ 1,650
Mary Cameron to John M. Pittenger, lot 12, block 4, subdivision Riverview Addition to Albina	1
Elizabeth Ryan to Constance A. Dakyns, lot 14, block 106, West Irvington	450
Rosetta Wallace and husband to Stephens Land Company, 550x290 feet of James B. Stephens' D. L. C.; also lots 7 and 8, block 128, Stephens' Addition	10,000
C. A. Aylsworth to E. F. DeBord, lots 13 and 14, block 4, Monticello Addition	1
Frank Tyrer and wife to Duke Furnish and wife, lot 5, block 18, Central Albina	850
Caroline and T. C. Boorn to C. H. Henning, lots 7, 8 and 9, block 85, Central Albina	850
R. Nixon, receiver, to W. E. Burke, 7.6 acres, sections 7, 18, T. 1 S., R. 2 E.	1
Alliance Trust Company to Anna B. Suttor, lot 7, block 134, Couch Addition	2,700
W. B. Struble and wife to Benton L. Yost, lots 10, 11, 12, 13, 14 and 15, block 2, Masters' Addition	300
S. F. Sinclair and wife to R. V. Pratt, lot 4, block 16, Caruthers' Addition	5

Pacific Coast Abstract, Guaranty & Trust Co., A. B. Manley, secretary; W. I. Masters, attorney, 204-5-6-7 Failing bldg.

Protests Against Postmaster-General

PORTLAND, Nov. 26.—(To the Editor.)—Congress passed the present postal laws nearly 30 years ago, and all Postmaster-Generals since have enforced them faithfully, even though several of them have appealed to Congress to change the laws, so as to prevent so general a circulation of cheap periodicals. Congress in every case has refused to change the laws, which have done so much to make the American public "wide awake."

Now, however, we have a Postmaster-General who attempts to usurp the law-making functions of Congress and to ride roughshod over the will of the people as repeatedly expressed through their representatives in Congress. The duty of the people is to resent such unlawful acts of their rights, and the protests should properly go to the President of the United States, who undoubtedly is quite unaware of this piece of injustice and lawlessness being practiced under his administration.

What is the remedy? It is to make such conduct odious to all lovers of liberty, to all who love justice. And the way to do this is to inform the President how the laws of the Republic are being violated by his Postmaster-General and his assistants. L. O. HEPBURN.

THE LA SINCERIDAD.

Made to smoke and every one a good smoke.

Later census returns from remote districts will increase the population of the Dominion of Canada to about 5,500,000.

FOR THE PACIFIC CABLE

GENERAL GREELY SAYS THE GOVERNMENT SHOULD HAVE IT.

Discusses the Matter in His Annual Report—Recommendations for Alaskan Work.

WASHINGTON, Nov. 1.—In his annual report for the past fiscal year, Brigadier-General A. W. Greely, Chief Signal Officer of the Army, discusses two topics of very great importance to the Pacific Coast—namely, an American trans-Pacific cable and the telegraph system of Alaska. Of the former subject General Greely says:

"The United States and its remote colonies should be connected by a Pacific submarine cable, as recommended by the President to Congress in his special message of February 10, 1899. It is only a matter of time when Luzon shall be connected with Japan, and Tonquin with the Chinese Empire. The Philippine Islands are now only accessible telegraphically over a short cable of about 600 miles of the Eastern Extension Company between Manila and Hong Kong. The experiences of the War Department in connection with the relief of the Legation at Pekin show clearly the tremendous disadvantages under which the United States would labor without its own cable facilities in case of an extended war in the East.

"An American trans-Pacific cable is a military and commercial necessity, if American interests are to be safeguarded in Asiatic regions. Such a cable, while of great value militarily, will especially foster industrial interests and facilitate commercial operations.

"As it is officially known that an American cable can only enter Japan from the east and not from Russia, China, nor the Philippines, the only possible route is that already recommended to Congress by the President, via Hawaii and Guam.

"In connection with cable operations in Cuba and the Philippines the Signal Corps has had practical experience in the construction, installation, and operation of cables such as has never been enjoyed by any other body of officers and men outside of the few experts of the great cable corporations of the world.

"In the telegraphic operations of the Signal Corps since the commencement of the Spanish-American War have been involved about 1400 miles of cable, two-thirds the amount necessary to connect San Francisco and Honolulu. In cable matters, as in all other technical construction, the Chief Signal Officer follows the wise rule of relying on the skill, judgment and experience of the experts of the great manufacturing establishments, thus securing successful installation by experts whose lives are given to technical work. In Cuban and Philippine waters during war conditions it was necessary for Signal Corps officers to do the entire work. They have been most fortunate in their operation, as not a single mile of cable has been lost, either in laying or recovering, nor has there been any serious interruption in the working of these cables."

His review of operations and recommendations for future work in Alaska are contained in the following paragraphs:

Operations in Alaska.

The act of Congress approved May 26, 1900, provided for an extensive system of military telegraph and cable lines in Alaska, and made it necessary to extend the operations of the Signal Corps to that department, to which Captain Frank Greene, Signal Corps, has been assigned as signal officer.

It is due to the extraordinary energy and activity of the officers and men of the Signal Corps and the hearty co-operation of General George M. Randall, commanding the Department of Alaska, that such creditable progress has been made in Alaska despite the almost overwhelming adverse conditions. At the date of the last report the following lines and cables have been laid or constructed:

Stations built—	Miles.
Nome to Fort Davis and Port Safety	24
St. Michael and Golsovia	35
Golsovia to Unalaklik	30
Unalaklik to Twenty-Two-Mile Cabin	22
Twenty-Two-Mile Cabin to Kaltag portage to Nulato	106
Nulato, eastward	13
Fort Gibbon to old station, west	13
Scattered short lengths between old station and Korines, aggregating approximately poles and wire	11
And of poles alone, no wire being strung	19
Fort Egbert to international boundary	11
Port Valdes to Station No. 3	37
And poles set to Ernestine Creek	13
Total	326

"In addition, the Valdes line has been extended some miles farther north, and a detachment from Fort Egbert has cleared a trail and cut poles for a distance of approximately 60 miles in a southwesterly direction toward the head of Mosquito Creek, with a view to meeting the Valdes line near the crossing of the Tanana River at Tetling. On account of the infrequency of mail communication with these parties definite report cannot be made.

"It is not generally understood that the Alaska telegraph systems, while placing all the Alaskan posts in connection with the commanding General of the department when completed, would not afford means of communication with any other part of the world. To increase the value of the Alaskan system, the chief signal officer of the Army conferred with the authorities of the Canadian Government at Toronto with a view to the extension of the existing Canadian telegraph lines and the establishment of co-operation in telegraphic work between the Alaskan and Canadian systems. The matter was immediately taken up by the acting Minister of Public Works, the Hon. William Mulock. After brief consideration the council approved all the recommendations of Mr. Mulock, and on its recommendation an appropriation was made by the Canadian Parliament for extending the Canadian telegraph line down the banks of the Yukon to the Alaskan boundary.

"The Canadian Government courteously placed in conference with the Chief Signal Officer of the Army J. B. Charleson, assistant superintendent of public works in the Yukon district, who was charged with the extension of the Canadian telegraph line from Quesnelle to Atlin. Mr. Charleson undertaking the extension from Dawson to the Alaskan boundary, energetically pushed the Canadian work, while on the other hand Brigadier-General George M. Randall, commanding General, Department of Alaska, facilitated the prompt construction of the line from Fort Egbert (Eagle City) to the Yukon boundary. Fortunately for the success of the work on the American side of the boundary, it devolved upon Captain Charles S. Farnsworth, Seventh Infantry, who pushed it to successful completion, as far as his route extended, with great energy and success. The Canadian authorities had the longer line to construct, but they performed their work with such expedition, so that on May 5, 1901, the telegraph line was completed between Dawson and Fort Egbert, thus bringing the upper part of American territory on the Upper Yukon in direct telegraphic communication with Skagway, whence by steamer news could reach Washington, or any other part of the world, in four days under ordinary conditions. On September 24, 1901, telegraphic communication was established between Fort Egbert and the Upper Yukon region via United States military telegraph and Canadian land lines, and messages were exchanged between the commanding officers at Fort Egbert, Skagway and the authorities in Washington.

"As a result of personal inspection, it developed that it is practically impossible to maintain a line from Fort Gibbon, at the mouth of the Tanana, along the great Yukon bend, past the old trading post, or Fort Yukon, to Fort Egbert. After consultation, the Commanding General of the department expressed his accord with the opinion of the Chief Signal Officer in this matter, and it was therefore decided to locate a line across country between Rampart City and Fort Egbert. It may or may not intersect the Signal Corps line now being built from Port Valdes to Fort Egbert. William Yanert, superintendent of construction, made a preliminary survey, and if a suitable route is selected this Autumn or Winter, construction will begin in the Spring of 1902. If such route does not materially decrease the cost of the line, it will hasten its completion, as the distance from Fort Gibbon to Fort Egbert is about 450 miles, while the cross-country route, being the chord of an extensive arc, should should not exceed 350 miles. Mr. Yanert found a section between Rapid City and Beaver Creek feasible for the construction of a telegraph line, it being well timbered and fairly dry. The explorations are to be continued during the Summer with a view of determining whether the line can be extended to the Abercrombie trail, on the headwaters of Forty-Mile Creek.

"Under the supervision of Major John T. Van Orsdale, Seventh Infantry, there was completed, about September 15, a first-class telegraph line on iron poles of about 25 miles in length. It extends from Nome City through Fort Davis eastward to Safety Harbor, where, ultimately, it will connect with the cable to St. Michael.

"It is necessary that a proviso be incorporated in the Army appropriation bill for the coming year making the appropriation for military telegraph lines and cables in Alaska available until June 30, 1903, as the Controller of the Treasury has decided that the appropriation expired at the end of the present fiscal year. It is not generally understood that the open season in Alaska covers only about five months during the present fiscal year, thus necessitating this provision that the work may be carried to completion.

"The Commanding General, Department of Alaska, most strongly recommended to the Chief Signal Officer of the Army the extension of the Alaska lines, which included a cable from Skagway to Juneau. This cable makes possible efficient co-operation of the military administration, judicial system and territorial authority of Alaska. It not only connects the military posts at Skagway with Juneau, the capital of Alaska, but enables the territorial authorities to reach via Skagway and Dawson the points in the Yukon Valley now so remote that, as a rule, not more than two or three letters can be exchanged in a year.

"The Secretary of War having authorized the laying of this very important cable, the Chief Signal Officer determined to prosecute the work after the manner of commercial companies, through cable manufacturers. The cable was laid by the contractor and opened to business August 23, 1901, but was not formally accepted by the Government, as the contract for laying required its successful operation for 30 days before acceptance."

VAN SANT'S LETTER.

His Invitation to Western Governors to Fight the Securities Company.

ST. PAUL, Nov. 27.—The text of the letters written by Governor Van Sant to the Governors of North Dakota, Montana, Idaho and Washington was substantially the same as the following copy of one to Governor Frank White, of North Dakota:

"No doubt your attention has been called to the organization under the laws of New Jersey of a corporation known as the Northern Securities Company and to the public announcement that it is the declared intention of this corporation, as well as the avowed object of its existence, to secure the control and management of the three great railways, owned by the Great Northern, Northern Pacific and Chicago, Burlington & Quincy Companies.

"Such consolidation and control as is said to be in contemplation is not only in direct violation of the laws of Minnesota, and of your state as well, but is a startling menace to the common welfare of the immense territory of the railway lines mentioned. The Legislature of Minnesota, believing that the abolition of competition between parallel lines of railways in this state will be injurious to the best interests of our citizens and hostile to the public welfare, has adopted stringent laws to prevent any combination or singular ownership or control of parallel or competing lines that would in any degree hamper or restrict the most open and free competition in the establishment of rates. It being the evident purpose of the Northern Securities Company to effect the consolidation or unity of ownership and control mentioned, I deem it my plain duty as Governor of Minnesota to do everything in my power to enforce the laws and prevent any such consolidation.

"I believe that the interests of the people, as well as the public welfare, of your state, are alike with those of this state in this matter, and, such being the case, more beneficial results can be secured by co-operative action between and among the states mentioned, so far as such action is feasible. Such belief prompts me to suggest to you the advisability of a conference on this subject, at such time and place as may be agreeable to you, as well as free expression of opinion on this matter by correspondence. I shall be very glad, indeed, to receive your views on this subject, and any suggestions you may be pleased to offer in relation thereto."

Governor Van Sant today received a reply from Governor White, of North Dakota, to his letter. Governor White declares himself in sympathy with the project. While his state, he says, has few laws covering the question, there is a constitutional provision against the consolidation of parallel and competing lines. He expresses a willingness to meet and confer with Governor Van Sant and other Governors at whatever time and place may be selected.

Hill Says No Law Is Violated.

NEW YORK, Nov. 27.—When the reply of Governor Toole, of Montana, to the invitation of Governor Van Sant, of Minnesota, to enter a conference of Northwestern Governors to discuss steps to be taken against the Northern Securities Company, was shown to J. J. Hill, president of the Great Northern, today, he said:

"When the gentlemen get through telegraphing to each other they will find that the Northern Securities Company is entirely within its rights and is not violating any law of the States of Montana or Minnesota."

Received Van Sant's Letter.

OLYMPIA, Nov. 27. — Governor Rogers has received the communication from Governor Van Sant requesting co-operation and consultation in regard to the consolidation of the Northern Pacific and Great Northern railway stock. His reply will be withheld until the opinion of the Attorney-General, requested by him, shall be filed.

Trolley Service Not Successful.

PHILADELPHIA, Nov. 27.—The Pennsylvania Railroad Company has given formal notice of the permanent abandonment of the trolley service between Mount Holly and Burlington, N. J., which has been interrupted by the burning of the powerhouse at the former place several weeks ago, and of the return to the use of steam as a motive power. The Pennsylvania Company selected the short line between Mount Holly and Burlington for an experiment with electricity as a motive power for heavy traffic, and a thoroughly up-to-date power plant was installed at Mount Holly. The electrical equipment was put in operation June 18, 1895. The working of the system was closely observed by the officials of the company, and it did not meet their expectations.

Railroad Jetty.

NORTH YAKIMA, Nov. 27.—The Northern Pacific has put a force of 25 or 30 men to work building a jetty at the point where the line crosses the Natchez River above town. The jetty will be constructed of stone, timbers and brush, and its construction will require the work of a large gang of men all Winter.

MUST PAY MORE POSTAGE

PUBLICATIONS DENIED BENEFIT OF SECOND-CLASS RATE.

They Include Almanacs and All Sorts of Premium Books—The Full List.

The public will be interested in the list of publications that have recently been denied the benefits of the second-class (newspaper) rate in the mails. They must pay third-class rate—one cent for every two ounces. General orders from the Postoffice Department name the following:

New York—Aldis Searles, Arm Chair Library, Beadle's Boys' Library of Sport, Story and Adventure, Books That Bless Library, Bright Idea Series, Calumet Series, Chiswick's Library of Popular Books, Columbia Series, Deadwood Dick Library, Dillingham's Magnolia Library, Dillingham's Metropolitan Library, Dillingham's Palmetto Library, Elite Series, Giant Series, Golden Rod Series, Health Culture Library, Ivy Series, Leisure Hour Library, Library of Liberal Classics, Eagle Library, Arrow Library, Columbia Library, Diamond Handbook Series, Magnet Library, Log Cabin Library, Eden Series, Medal Library, Bertha Clay Library, Undine Library, Metropolitan Art Series, Metropolitan Handy Series, Metropolitan Pamphlet Series, Monarch Series, Victor Series, Old Sleuth's Own, Old Sleuth's Special Detective Series, Peerless Series, Sunnyside Series, Sunset Series, Modern Library, Our Reading Club Library, Pan-American Library, People's Handbook Series, People's Magazine, Reciters' Library, Savoy Series, Old Sleuth Library, Southworth Series, Violet Series, Spalding's Athletic Library, Standard Recitations, Beadle's Half-Dime Library, New York Dime Library, Tales From Town Topics, Universal Library, Wakefield Series, Whitaker's Library, Pott's Library.

Chicago, Ill.—Globe Library, Geographical Series, Oriental Library, Rialto Series, German-American Series, Pinkerton Detective Series, Pastime Series, Library of Choice Fiction, Little Classic Series, The Plan Book, Roche's Festal Day Quarterly, Roche's Festtage, The Church Choir, Pocket Library of Socialism, Library of Progress, Belford Series, The Colportage Library, Dennison Series, Home Series, Phebe Series, Red Letter Days, National Home and Music Journal, Franklin Series, Classics Library, Modern Authors' Library, Lyceum Series, Standard Library, Stein & Co.'s Library, Religion of Science Library, Teacher's Helper.

Boston, Mass.—Young Folks' Library of Choice Literature, Ten Cents Classics, Fleur de Lis Library, Red Rose Library, Trifet's Monthly Budget of Music, Boston Weekly Journal Sheet Music, Social Visitor Magazine, Anti-Infidel Library.

Philadelphia, Pa.—Lippincott's Series of Select Novels, J. B. Lippincott & Co.; Practical Farmer Library, The Farmer Co.; Philadelphia Press Almanac, The Press Company.

Augusta, Me.—Sunshine Art and Science Library, Lanes List Corporation; Family, Fireside, and Happy Hours Libraries, Vickery & Hill Company.

Cincinnati, O.—Literary Gems, Monitor Company.

New Haven, Conn.—Our Race, C. L. Totten; Yale University Bulletin, Yale University; Loomis' Musical and Masonic Journal, C. H. Loomis.

Indianapolis, Ind.—Indianapolis Sentinel Almanac, Indianapolis Sentinel Co.; Indianapolis News, Year Book and Encyclopedia, Indianapolis News.

Washington, D. C.—Old Glory Library, National Tribune.

Springfield, O.—Farm and Fireside Library, Crowell & Kirkpatrick Co.

Allegheny, Pa.—Millenial Dawn Series, Watch Tower Bible and Tract Society.

Des Moines, Ia.—Wallace's Farm Library, Wallace Publishing Co.

St. Louis, Mo.—Journal of Agricultural Almanac, St. Louis Journal Publishing Co. Words and Works Quarterly Edition, Words and Works Publishing Co.

Louisville, Ky.—Courier-Journal Almanac (the Louisville Quarterly of the Louisville Courier-Journal), Louisville Courier-Journal.

Elgin, Ill.—New Sabbath Library, David C. Cook Publishing Co.

Springfield, Mass.—American Agriculturist Library, the Orange Judd Company.

Hannibal, Mo.—Hannibal Business and Shorthand College Journal, Hannibal Commercial College.

Kansas City, Mo.—New Education, Kansas City National Business College.

Alice, Tex.—La Libertad, F. de P. Gonzalez.

San Francisco, Cal.—City Argus, R. E. Culbreth.

Stockton, Cal.—College Exponent, W. C. Ramsey.

Madisonville, Ky.—Official Organ of the United Mine Workers, United Mine Workers of America.

The following publications, besides those named above, are affected:

New York—Street & Smith, Butterick Publishing Co., R. F. Fenno & Co., J. S. Ogilvie Publishing Co., Modern Stories Publishing Co., Isaac H. Blanchard Co., A. Wessels Co., F. M. Lupton, A. D. Porter Co., E. S. Werner Publishing and Supply Co., George Munro's Sons, American Sports Publishing Co., M. J. Ivers & Co., Town Topics Publishing Co., Hurst & Co., Prudential Book Co., Thomas Whitaker, James Pott & Co., Salvation Army, Chiswick Publishing Co., Geo. W. Dillingham Co., Health Culture Co.

Chicago—Rand, McNally & Co., Laird & Lee, A. Flanagan, George F. Roache, Charles H. Kerr & Co., Jamieson Higgins, Moody Bible Institute, T. S. Dennison, John Anderson, Anna A. Abbott, Hope Publishing Co., Chicago Book and News Co.

TROUBLE FOR TRUST.

Owners of 30,000 Shares of Non-Assenting Stock are Displeased.

The following from the Philadelphia North American of last Friday uncovers another source of attack on the new railroad trust, the Northern Securities Company, this coming from the owners of 30,000 shares who did not assent to reorganization in 1896:

Trouble for the billion-dollar Northern Securities Company may arise from the Philadelphia pool of the nonassenting stockholders of the old Northern Pacific Railroad. A suit is pending before the United States Circuit Court in New York, which, if successful, may render invalid the deposit of Northern Pacific Railway stocks and bonds with the new security company.

The old Northern Pacific Railroad held a Federal charter printed in 1864. The road having got into financial straits, was sold at foreclosure, under a reorganization plan, to the Northern Pacific Railway in 1896, the old common stockholders being assessed $15 and the preferred holders $10 on each share held. Confidence, however, was not complete in the new company, and a number of shareholders refused to pay their assessments or surrender their certificates in exchange for the new shares.

Later on in the fiscal year the nonassenting owners of about 30,000 shares pooled their interests and appointed a committee to represent them at the annual meeting of the railway company in October. As the new company steadily increased in prosperity and the market value of its shares rose, some of the pool members attempted to exchange their stock on the original terms. This J. P. Morgan & Co., the reorganization members, refused to permit done. The old Federal charter, however, has never been annulled, and the old railroad stock deposited by its owners is still held by the majority interests of the railway.

A year ago counsel for the Philadelphia committee filed a claim in equity in the United States Circuit Court for the reinstatement of the old Federal company, or, not obtaining that, for equitable apportionment of Northern Pacific Railway ownership to the nonassenting stockholders.

The committee, owing to its antagonism of the railway company, is necessarily opposed to the Northern Securities Company, which depends on the legality of the Northern Pacific reorganization in 1896. Asked if they contemplated co-operating with Governors Van Sant, of Minnesota, and Savage, of Nebraska, against the security company, Chairman Fearon said that was a matter on which he did not care to give out information.

Company Secures Right of Way.

SALT LAKE CITY, Nov. 27.—Judge Morse, of the District Court, today entered final judgment in the right of way condemnation suit brought by the Postal Telegraph Company against the Oregon Short Line Railroad, allowing the Postal Company right of way along the Short Line from Salt Lake to Cannon Station, on the Idaho-Utah state line. But one more suit remains to be heard in Utah, that covering the right of way on the Union Pacific between Ogden and the Wyoming state line. This will be heard at Ogden December 27, by Judge Rolatt.

Telegraphic Brevities.

W. W. Astor denies that he purchased Battle Abbey.

The Southern Pacific station at Alexandria, La., burned last night. Loss, $70,000.

France is pressing the Chinese authorities for the cession of the Island of Honan, opposite Canton.

The annual exhibition of the Philadelphia Dog Association opened yesterday. There are 1200 exhibits.

Purdue College received as a Thanksgiving present $60,000 from Mrs. Eliza Fowler, for the erection of an assembly hall.

Miss Helen Hay, eldest daughter of the Secretary of State, is engaged to Payne Whitney, second son of William C. Whitney.

The battle-ship Illinois, to test the New Orleans floating dock, passed safely through the jetties at the mouth of the Mississippi.

Mrs. August Coy, aged 55, and her son, John Coy, aged 30, living near Centralia, Ill., were killed by an Illinois Central train.

The University of Copenhagen has granted George Brandes, the Danish author, 5000 kroner yearly, in recognition of his services to literature.

A gang of section men was unloading a carload of steel rails, near Wadsworth, N. Y., when they slipped, and, falling upon the foreman, killed him.

Warrant Officer Osborne Diegnan, who was with Hobson on the Merrimac in the Spanish-American War, has been sent to an insane asylum from Mare Island.

Henrik Ibsen, the Norwegian dramatist, who has been in ill health for some time, is seriously ill. He is unable to walk, and there is no hope for his recovery.

John Heinrich, guilty of picking the pockets of members of President McKinley's party during their Los Angeles visit, was sentenced to three years in San Quentin.

Bids were opened at the Navy Department for the construction of quarters at Annapolis. The lowest figures were those of Noel & Thomas, of Baltimore, $2,448,000.

Thomas F. Walsh has filed at Ouray, Colo., 15 adverse suits against properties on which the Camp Bird Extension Company has applied for patents. The claimant alleges prior right.

The British steamer Banrigh has arrived at Antwerp with munitions of war for Colombian Liberals, including 4000 cases of cartridges and 1000 cases of rifles, machine guns and chemicals.

Lawrie Marks, an American bookmaker, jumped overboard from an English Channel steamer and was drowned. Detectives wanted to interview Marks in connection with the Liverpool bank frauds.

A requiem service for the repose of the soul of Count von Hatzfeld-Wildenburg was celebrated at a Catholic Church at London, and was attended by most of the diplomatic corps and high court officials.

The taking of testimony on the Heistand inquiry at Washington was concluded. L. B. Jackson, of Chicago, being the last witness examined. His evidence brought out no new facts. Arguments will be heard Friday.

Ex-Senator Roach, of North Dakota, is critically ill of a cancer at New York, where an operation was performed. An unusual feature was introduced in the operation, Dr. Carter administering gas and oxygen as an anesthetic.

The large lead producers are still in a conference at New York. It is understood the conference will favor a curtailment of production and the adoption of a sliding scale of prices for ore, which will be regulated by the price of refined lead.

Sudden Light.

I have been here before,
But when or how I cannot tell;
I know the grass beyond the door,
The sweet, keen smell,
The sighing sound, the lights around the shore.

You have been mine before—
How long I may not know;
But just when at that swallow's soar
Your neck turned so,
Some veil did fall—I knew it all of yore.

Has this been thus before?
And shall not thus Time's eddying flight
Still with our lives our loves restore
In death's despite,
And day and night yield one delight once more.
—Dante Gabriel Rossetti.

Maidenhood and Womanhood

At the threshold of wedded life with its cares and responsibilities, what more appropriate could a bride consider than a box of the medicine that will keep the new family in perfect health.

"I took Cascarets myself and they are fine. I also have been giving them to my children with best results."—Mrs. Davis, 419 E. Capitol St., Washington.

"I was for a long time troubled with constipation and catarrh of the throat. Am now using Cascarets with good results and am assisted I will be entirely cured."—Mrs. H. P. Yeomans, 4721 Champlain Ave., Chicago.

"I have used Cascarets and must say they are wonderful. I recommend them to all my lady friends."—Mrs. J. H. Mayes, Chariton, Ia.

"Cascarets had strange effects in my case. I took them for worms and got rid of them. For about a year I had also suffered from my right eye continually watering. After I took the second dose of Cascarets the eye got well and has been well ever since."—Mrs. Plowman, 444 Jessie St., San Francisco.

"About a year ago I went through a very difficult operation and since then suffered from severe headaches. I tried Cascarets and the result was wonderful. God bless you!"—Mrs. Moses Leece, Gilman, Colo.

"Cascarets are the best medicine ever I tried. I cannot be too grateful for them."—Mrs. Ella Sanders, Fox, Mo.

"For several years I have suffered extremely with