anxious to buy largely.

Higher prices of cereals check our export trade in that direction, and ship-

ments of breadstuffs, live animals, cotton and oils all decreased from October totals, Compared with November a year ago, pro-

visions, cottons and oil exports are all

Wheat shipments in November were 50

per cent larger. For the calendar year 1901 shipments of breadstuffs, animals, cotton oils and provisions aggregate a sum

5 per cent larger than in any previous

Wheat exports July 1 to date (24 weeks)

sgregate 18,306,715 bushels, against 84,-960,725 bushels last season. Business failures in the United States for the week number 235, against 237 last week and 247 in this week a year ago.

Canadian failures for the week number

23, or the same number as last week, compared with 18 in this week a year ago.

CITY JAIL FULL OF HOBOS.

Prison Life to Them Is a Snap-A

Rock Pile to Drive Them Away.

The City Jall has sheltered, on an aver-

Portland needs is a rock pile on a mud pile, or any kind of a pile, that would give them plenty of employment in the open sir. Being sheltered and fed at the

expense of the city is just what they like, as it beats riding blind-baggage cars and

brakebeams at this season of the year. Many of these fellows commit petty depredations with the sole purpose to obtain

a temporary home during the cold weath-

Still the jall is by no means as full as

it would be if all the vagrants and petty thieves were confined in it. These gen-try appear before Judge Cameron in squads, daily, and he does his best to

induce them to leave town in preference

to sentencing them to a period of idle-ness and comfort. In aggravated cases he often says, "Sixty days, but will sus-

pend sentence on condition that you leave town within 12 hours." The pris-

oner usually promises to "go right out of town, Judge," but is frequently picked up by the police a few days afterward and the "punishment" it then inflicted.

In the Fall and early Winter the crim-

large numbers from the North, and they

hate to leave until warm weather sets in again, as the brakebeam ride to Cal-ifornia involves a good deal of privation. The snows of the Siskiyous lying be-tween the Willamette and the Sacra-

Mento Valleys are a long, chilly barrier.

Settlements are far apart, and the residents have long since become tired of the

Weary Willies who beg or demand food when the trainmen succeed to destine

weary willes who beg or demand 1990 when the trainmen succeed in ejecting them from the cars. In Summer the haystack at night and the orghard by day can be depended on in passing through Oregon, and as the farmers are

square meal. The only thing these gen-

away within the past week.
"Portland used to work its vagrants

in the City Park, about 12 years ago," an

old police officer said yesterday, "and we were never so crowded down stairs as we

Telegraphic Brevities.

Yellow fever has appeared at St. Lucia and

The smelter at Argentine, Kan., will be shut

down permanently about February I.

Phya Akaraj Oradhara, the new Stamese Min-ister, presented his credentials to the Presi-

A Union Pacific train rain into a band of

At Crowley, La., the Rice Association of

In the Doyle-Burns mining suit, the rebuttal evidence of the plaintiff was completed, and the case will probably be ready for argument Monday.

Rev. Dr. A. S. MacArthur, pastor of Calvary

Baptist Church, will not leave New York in response to a request from the Tremont Temple,

Ex-Judge E. H. Gary, chairman of the board of directors of the United States Steel Corpo-ration, will go to California on a vacation

after Christmas.

As a result of a decision made in the United States District Court, at Philadelphia, the sale of the Philadelphia Record, scheduled to take place in March, has been postponed.

is expected to dispense many things be-

His life is certainly not a bed of roses.

own dispensers in the Isle of Destiny) a

F: 106.2

changed their minds."

giad to see a man "looking for there is chance of an occasional

THE PORTLAND-ORIENTAL LINER BRINGS FULL CARGO.

Steam Collier Mattenwan in All Probability Has Foundered-Small Hope for the Crew.

The O. R. & N. trans-Pacific liner Knight Companion arrived at Astoria yesterday from the Orient. She started for Portland in the afternoon and will be at Ainsworth dock this morning. She brings a heavy cargo of Oriental goods, which will be exchanged for a full load of wheat, flour and cotton. The Knight Companion put in appearance at this port promptly on schedule time. She salled from Yokohama November 27, thus making the voyage across the Pacific in 17 days, which is good traveling

at this time of year. Two other large steamships are due, the Argyll and the Pembrokeshire. be expected to put in an appearance any

SMALL HOPE LEFT.

Steam Collier Matteawan Has, in All Probability, Foundered.

SAN FRANCISCO, Dec. 13.-It is conceded that the steam collier Mattenwan which left Nanaimo, B. C., for this port 13 days ago, has been lost at sen. December 3 a terrible storm raged along the north coast. Howling northwest gales swept over the track of coasting vessels. Many craft were damaged and several were lost. In all probability this storm, one of the worst in the history of the Coast, worked the destruction of the steel steamer Matteawan and sent the crew of 22 men down to death in the sea or cast them on some bleak shore off the usual

track of coasting vessels.

James Jerome, managing owner of the collier, who has steadfastly clung to the hope that the Matteewan was merely dis-abled and would eventually arrive, has now abandoned this theory, and concedes the probable loss of the steamer. Reinsurance on the Matteewan was to-day advanced to 75 per cent.

TWO SHIPS ARRIVED.

Hala From Port Notal, and Falkland. bank From Santa Rosalia.

Two vessels entered the Columbia River yesterday, the British ships Ilaia and Falklandbank. Both made voyages in good time. The Ilaia came from Port Natal in Il2 days, and the Falklandbank from Santa Rosalla in 28 days. The former is consigned to Balfour, Guthrie & Co. The vessel is of 1246 net tons. The other ship will be loaded by Kerr, Gifford & Co. Her net tonnage is 1781. The charter rate is reported at 38s 9d, which fairly accords with present figures at which spot tonnage is offered. These vessels are welcomed by the exporters, and just as hearty a welcome will be extended to any other chartered ship that drops this way.

CANNOT BE SAVED. The Lumber Schooner Wheeler Will

Be a Total Loss. NEWPORT, Or., Dec. 13 .- The tug Geo. R. Vosburg arrived this morning from Nehalem with appliances to take the C. H. Wheeler off the beach. The barge was found to be broken in two, and will be a total loss. Three hundred thousand feet of lumber is still aboard, and will be saved, also the steering gear, capstan. anchots, cable and rigging. The owner of the barge, C. H. Whoeler, accompanied

Fog Hampers Shipping. NEW YORK, Dec. 12.-A heavy fog that descended on the city in the early morning caused a delay of traffic all over the city. Ferries, elevated trains and surface cars were impeded, and as the day wore on its effects were even more serious. The entire ferry system on both rivers was upset. The ferry-boat Mauchchunk. coming from Communipaw with a large crowd of passengers, stumbled on a tow of brick scows and had her steering gear disarranged. She was adrift for 25 minutes, until her rudder was put in

In some instance boats were an hour in making the passage that usually requires eight or ten minutes. A number of vessels which arrived last night resible to make the passage up the harbor

The Crew of the Mattenwan.

The crew of the ill-fated steamer was as follows: H. B. Croscup, captain; J. B. Hastings, first mate; E. P. Wilson, second mate; P. Oisen, carpenter; James B. Averill and C. A. Cariason, quarter-masters; William Wilson, chief engineer; Gallagher, first assistant engineer: W H. Allen, second assistant engineer; R. Cowans, stevard; P. Morrissy, James Downs, A. Manuel, Kurt Welf, C. Wagnor seamen; M. J. Stack, W. B. Bossen, J. J. Gallagher, ollers; Manuel Pacheco, Jose Anelino, Jose Rega, Antonio Muredo Antonio Lucas, Augustin Onide, fire-men, and four Japanese in the steward's department, who acted as cooks and walters. They were H. M. Hoshino, J. Eida, Aegama and S. Kinchi

The Mansaulta to the Rescue. SEATTLE, Dec 12.—The lighthouse ten-der Manzanita left Seattle yesterday for Destruction Island, off the coast of Washington, for the purpose of rescuing a party of shipwrecked sailors believed to be a pertion of the crew of the missing collier Matteawan. The sailors were sighted by the crew of the Manzanita while the vessel was being driven past the island a few nights ago. Signals of distress were seen on shore, but the boat was unable to stop in the face of the flerce gale to succor the unfortunates. The Manzanita should arrive off Astoria

some time tomorrow. Ernest Reyer Is Brenking Up. Captain John H. Roberts has gone to the scene of the stranding of the Ernest Reyer, to look over the prospect of floating the vessel. According to reports there will be no occasion for his services, as the bark is breaking up. It is reported that the cause of the breaking up of the vessel is that she went ashore at the mouth of the Quinault River and the stream has worked under the ship until she rests on her two ends. The result is that her back is breaking. If she had been lengthwise with the sea

Was Spoken December 3. VICTORIA, B. C., Dec. 12.-A dispatch received here this evening says the collier Matteawan, long overdue at San Francisco, was spoken by the lightship off Cape Flattery on December 3, the day after she left Nanaimo. She was laboring in the gale. Her case is very similar to that of the colliers Montserrat and Kewanah, which were never heard of again after being in a November storm off the cape four or five years ago.

Two Vessels Put to Sen. The British ship Travancore and the French bark Louis Pasteur sailed from the Columbia River yesterday afternoon for Europe. Seven vessels are left at As-toria, ready for sea, the Duguesclin, Grand Duchesse Olga, Latimer. Sirene, Balen, Lamoriclere and Prinsesse Marie. Vessels at Astoria which have not come

up the river are the Asie, Ilala, Faikland-bank and Fulwood.

Large Steamer on the Rocks.

KNIGHT COMPANION HERE practically cut off from the South, and many of the provincial towns are so snow-bound that the courts there have been closed owing to the litigants resid-ing in the country being unable to reach the towns. The gales in the Channel are abating. A large Austrian steamer, the Neritea, which had just left the yards of her builders at Londonderry, has been driven on the rocks off Warren Point.

Movements of Grain Fleet. The Olivia has gone from Sand dock to

Oceanic dock. The Riverside will move from Oceanic dock to the stream this morning.

The Harvest Queen will start down the river today with the Francois Coppec.

today in tow of the Thompson.

The Pifeshire has moved from Mont gomery dock No. 1 to the stream. The Eugenie Fautrel has gone from Mersey dock to Montgomery No. 2. The Jean Bart is at Sand dock to dis-

The Henriette will leave for Astoria

charge ballast.
The Tarpenbek arrived yesterday afternoon in tow of the steamer Thompson and is now at Greenwich dock. She will be loaded by the Portland Grain Com-

German bark Emelle cleared yesterday for the United Kingdom and left Columbia dock No. 2 for anchorage in the stream. The Ocklahama will start for Astoria with her today.

The Case of the Pinmore,

Next Tuesday official investigation will be made into the case of the Pinmore, which was abandoned by her officers and crew and was afterward towed to Puget Sound. Captain Jamleson, of the vessel went to Puget Sound yesterday. In the afternoon testimony was taken at the British Consulate from the surviving sall-ors of the vessel, as to the death of the men who were drowned when the crew

The steamer Columbia will sail today from San Francisco to Portland and will leave Portland for San Francisco Deember 18. This will put the boat back on its regular schedule. It is expected that the Geo. W. Elder will sail from San Francisco for Portland on the 25d. This will restore the regular schedule for the first time since the San Francisco

Inspecting Vessels That Collided.

ASTORIA, Dec. 13.—The two vessels which were in collision in the lower harbor yesterday are being inspected, but the work is not yet finished. Captains R. E. Howes and Al Betts are inspecting the French bark Lamoriciere, while P. G. Hill, of Portland, Lloyd's regis-tered surveyor, is making an examination of the British ship Latimer

Went Aground in a Fog.

PHILADELPHIA, Dec. 13.—The Plant steamship liner Hudson, from Savannah, for Philadelphia, with passengers and freight, went aground late last night in the Delaware Bay, near Fort Delaware, in a heavy fog. The steamer floated at noon, and proceeded to this city, appar-

ently in good condition. Notice to Mariners. Notice is given that the single-pile bea con at Taylor Sands, from which the fixed white light is shown, on the dry sands on the northwesterly side of the chau-

nel, about three-fourths of a mile above Tongue Point, was rebuilt and the light re-established December 12.

New Schooner Finished. ABERDEEN, Wash., Dec. 13.—The schooner E. B. Jackson, recently launched here, is completed and will be loaded with lumber for Australia. Captain Mass, who recently was in command of the barkentine George B. Perkins, will have charge

Made a Fast Voyage.

VICTORIA, Dec. 18.—The ship Elizabeth Nicholason, which has arrived here, made the trip from Shanghai to the Cape in 22 days, a very fast trip. She was seven days making Victoria from

Marine Notes.

days from Table Bay, for Portland, is now

The schooner J. M. Coleman, is at Inman & Poulsen's mill, completing cargo of lumber. The Norwegian ship Anglia, 158 days out

from Newcastle, Australia, for Panama, is now quoted at 80 per cent. The Renfield, 72 days from Pisagua, for Portland, is reinsured at 15 per cent. Re-insurance on the Gievericht, 13 days from

San Francisco, is 20 per cent. The British ship Agnes Oswald, 1380 net tons, has sailed for Portland from Newcastle. She sailed from Frederickstad July 12, and arrived at Newcastle No-

The British ship Prince Albert, 211 days from Vancouver, has reached the English coast. Fifty per cent reinsurance was offered on her, and just before the news of her safety came the rate had jumped

The schooner Wing and Wing can be readily repaired at Portland. She will probably be hauled out of the water on the marine ways in South Portland. The dimensions of the schooner are: Length, 104 feet; beam, 30 feet; depth, 8.2 feet. Her gross tonnage is 141. She was built Her gross tonnage is isi. at San Francisco in 1881.

Domestic and Foreign Ports.

ASTORIA, Dec. 13.—Left up at 8:15 A. M.— French bark Asie. Arrived at 10 A. M.—Brit-ish bark Falklandbank, from Santa Rosalia. Arrived at 10 A. M. and left up at 12 noon— Steamer Acme, from San Francisco. Arrived at 11:30 A. M.—British ship Bala, from Port Natal. Arrived at 11:20 A. M. and left up at 2 P. M. Bettish steamer Knight Companying Natal, Arrived at 11:30 A. M. and left up at 3 P. M.—British steamer Knight Companion, from the Orient. Salled at 3 P. M.—British ship Travancore, for Queenstown or Palmouth, for orders. Salled at 4 P. M.—Prench bark Louis Pasteur, for Cape Town. Condition of the bar at 4:30 P. M., zmooth; wind east; weather hazy.

Newcastle, Dec. 13.—Salled—British ship Agnes Oswald.

San Francisco. Dec. 18.—Arrived—Steamer

San Francisco, Dec. 13.-Arrived-Steamer Columbia, from Portland; schooner Robert R.
Hind, from Port Gamble; steamer Santa Barbara, from Gray's Harbor; steamer Walla
Walla, from Victoria; barkentine Pianter, from
Port Blakeley; schooner Nettie Sundberg, from
Coquille River; schooner Gotama, from Coos Bay; schooner Wempe Brothers, from Gray's Harbor. Salled Steamer Pulton, for Pertland; ship Invincible, for Port Blakeley; barkentine ram o' Shanter, for Port Hadlock; schooner Winnie Caine, for Chemainus; steamer Rainier, for Scattle; steamer Plelades, for Victoria; oner Mayflower, for Coquille River

Manila.—Arrived December II—Moyune, from Scattle, for Engiand. Tokohama, Dec. 13.—Arrived—Teenkal, from Scattle, for Liverpool. Sailed—Toea Maru, for

New York, Dec. 13.-Arrived-Cassett, from sgow.-Sailed December 12-Furnessia, for

Liverpool, Dec. 13.—Arrived—Numidian, from St. Johns, N. B. Sailed—Dominion, for Port-Antwerp, Dec. 13.—Arrived—Zeeland, from New York.

New York.

Hoquiam.—Salled December 12—Schooner
Harriet G., from Aberdeen for San Francisco;
schooner Lottie Carson, from Aberdeen for San
Francisco; schooner James A. Garfield, from
Hoquiam for San Francisco.
Seattle, Dec. 13.—Salled—Steamer John S.
Kimball, for San Francisco; steamer Coronado,
for Gray's Harbor, 12th, steamer Faith, or Gray's Harbor, 12th, steamer Faith. for Gray's Harbor; 12th, steamer Edith, for San Prancisco. United States steamer Manzanita, for Destruction Island. Arrived Steamer Progreso, from San Prancisco; Norwegian steamer Progreso, from San Prancisco; Norwegian steamer Guernsey, from Portland.

Guernsey, from Portland.
Glasgow, Dec. 15.—Arrived—Buenos Ayres, from New York.
Liverpool, Dec. 18.—Arrived—New England, from Boston (owing to unfavorable weather, did not bouch at Ourselford).

LONDON, Dec. 12.—The storm which has been preveiling since yesterday has caused a telegraphic break-down throughout the United Kingdom, unequaled since issi. Even this morning the North is nila, etc.

ALL INDUSTRIES BUSY and the high price of low grade foodstuffs is still a feature.

Woolen goods are in good demand, particularly for dress wear, and many milis
are busy on heavy-weight orders. Wool
is strong, though unchanged, on good demand, slightly higher on merimos and unchanged on cross-breeds.

Boot and shoe manufacturers are still
busily employed, and shipments still heav-

Business in Holiday Goods Surpasses All Records-Large Output of Iron.

NEW YORK, Dec. 13.-R. G. Dun & Co,'s weekly review of trade tomorrow will say:

It is most fortunate that the vagaries of speculation are not always defeterious to legitimate business. Rallway stocks fell sharply, yet full returns for November show that earnings were 11.5 per cent greater than in the same month last year and 11.8 over those of 1899. Industrial and traction shares were even more violently disturbed, yet the manufacturing plants of the Nation were never more fully occupied. Numerous labor controversies have been settled and the rate of is at the highest point ever attained. Retail distribution is of massive proportions with dealings in holiday goods the con-spicuous feature. This class of business so far surpasses all previous records that it alone gives an unmistakable indication of the Nation's prosperity, even if other more definite measures were not availa-

Conditions in the leading industry are still most strikingly promising. Despite the full engagements of most of the steel nills well into next year, the week has brought a tremendous amount of new business, particularly in railway equipment. Stability of prices continues the best feature. Reports from the great iron centers during the closing week of November dwelt upon the scarcity of cars and motive power, implying that furnaces ald not secure coke and were going out of blast, while pig iron could not be moved from the yards to the mill. Hence it was generally expected that the output would show a material decrease, while furnace stocks of iron were thought be somewhat augmented. Instead, the Iron Age has issued a most encouraging ber 1, with a capacity of 334,761 tons

have expressed great faith in the future of prices, many announcing their inten-tion to hold their supplies until Spring, when the scarcity, would be marked and quotations reach to a more profitable

Bank Clearings.

NEW YORK, Dec. 18.-The following table mpiled by Bradstreet, shows the bank clear-gs at the principal cities for the week ended scember 12, with the percentage of increase and decrease, as compared with the corre-sponding week last year:

| Chicago | 170,220,000 | 31.9 | 5.5.55 |
|---|--|--------------|--------|
| Boston Philadelphia St. Louis | 141,626,000 | 2272 | 4.9 |
| Philadelphia | 198,257,000 56,900,000 44,236,000 | 20.5 | **** |
| Bt. Louis | 56,990,000 | 54.0 | |
| LICENDUIC COLUMN | 44,236,000 | 48.1 | |
| Baltimore | 23,487,000 23,818,698 | ***** | 6.7 |
| San Francisco | 23,815,696 | 14.3 | |
| Cincinnati | 10,678,000 | 12.0 | 20.00 |
| Kansas City Minneapolis Cleveland | 20,910,000 | 19.2 | 17.00 |
| Minnespolis | 20.141.000 | 50.3 | 2222 |
| Cleveland | | 31.6 | |
| | 17, 280, 000 | | 8.6 |
| Detroit | 34 100 000 | 65.1 | 40114 |
| Louisevilla | 10 270 000 | 9.7 | **** |
| Indianandle | 10,805,000 | 2.7 32.7 | 2000 |
| Providence | 4 700 000 | - | 10.1 |
| Detroit Louisville Indianapolis Providence Omaha | 7,712,000 | 22.4 | 10.1 |
| Milespeline | 7,212,000 | 14.7 35.2 | **** |
| Omaha Milwaukee Ituffalo | 17,280,000 14,190,000 10,270,000 10,595,000 6,722,000 7,212,000 5,832,000 6,824,000 | 30.2 | 400.00 |
| Ch There's | 6,824,000 6,785,000 4,248,000 | 2272 | 2 4 54 |
| St. Paul | 0.150,000 | 23.4 | 42.75 |
| Savannan | 4,245,000 | *2.44 | 29.9 |
| Paritable | 9,2009,0000 | T.3 | **** |
| St. Joseph | 5,705,000 | 7.3 36.3 | |
| Bilchemond | 2,924,000 | - | 6.1 |
| M-middle | 3,924,000 4,107,990 | 18.3 | **** |
| Seattle | 3,831,858 | 32.5 | **** |
| Washington | 3,306,000 | 22.6 | *** |
| Hartford | 2,961,000 | | **** |
| Los Angeles | 4,020,000 | 53.6 | **** |
| St. Paul Savannah Denver St. Joseph Richmand M-mphis Seattle Washington Hartford Los Angeles Salt Lake Tuledo | 4,161,000 | 18.0 | **** |
| Toledo | 2,633,000 | 20.00 | 8.8 |
| Portland, Or., | 8,504,054 | 28.5 | 100 |
| Roohester | 2,171,000 | | 5.6 |
| Peoria | 3,020,000 | 5.7 | 1300 |
| Fort Worth | 3,274,000 | 6.1 | 5.033 |
| Atlanta | 3,274,000 3,356,000 | 25.3 | |
| Fort Worth | 1.671.000 | | 3.1 |
| Don Moines | 1.5002.000 | 23.5 | **** |
| New Haven Springfield, Mass | 1,671,000 1,862,900 1,865,000 | 18.4 | 7700 |
| Springfield Mass | 1,600,000 | 99.9 | **** |
| American | 1,933,000 | 18.3 | **** |
| Nachville | 1,800,000 | 7.0 | 2444 |
| Workstor | 2 451 T (W/W) | 7.8 | **** |
| Nachville Workester Grand Rapids Sloux City Dayton, O. Syrantine | 1,611,000 | 23.8 | 25.55 |
| Closer City | 1,684,000 | | **** |
| Dantes O | 2,004,000 | 23.0 | 9989 |
| Parentense | 1,346,000 1,286,000 1,237,000 1,526,000 | | **** |
| | 1,250,000 | 16.8 | 555 |
| Scranton | 1,237,000 | 0.00 | **** |
| Portland, Me | 1,020,000 | 5.0 | 2557 |
| Spokane | 1,681,048 | 29.0 | **** |
| Tacoma | 1,231,580 | 25.44 | **** |
| Evansville Wilmington, Del Davenport | 1,011,000 | 5.2 | **** |
| Wilmington, Del | 900,000 | 7.7 | 1.0 |
| Davenport | 993,000 | 7.7 | **** |
| Fall River | 1,602,000 | 54.9 | **** |
| Birmingham | 1,239,000 | 26.2 | **** |
| Торека | 1,392,000 | 31.4 | 20.00 |
| Fall River | 723,000 | | 11.3 |
| Additio MOCK vesserses | 1,392,000 723,000 1,182,000 | 35.8 | 1000 |
| MALORIA | 621,000 | **** | 28.9 |
| Knoxville | 659,000 | 10.0 | 40.00 |
| Lowell | 064,000 | 11.0 | *** |
| Wichita | 535,000 | 0.4 | **** |
| Knoxyllie Lowell Wichita Akron New Bedford | 007,000 | 30.5 | |
| New Bedford | DND 0000 | | 17.3 |
| Lexington | 562,000 | 2000 | 22.5 |
| Springfield, Ill | 577,000 | 26.5 | |
| Lexington Springfield, Ill Binghamton | 562,000 577,000 354,000 | | 16.3 |
| Chattanooga | 500,000 | 24.4 | 46.00 |
| Kalamazoo | 506,000 | 38.6 | **** |
| Kalamazoo | 585,000 | 5.7 | 1000 |
| | \$62,000 | 81.2 | *** |
| Springfield, O | \$62,000 422,000 | 40.1 | 1016 |
| Rockford | | 21.5 | |
| Canton | \$82,000 445,000 | 5.5 | VIII. |
| Jacksonville | 445,000 | 64.2 | 14071 |
| Sloux Falls | 322,000 | 74.0 | - 200 |
| | 201,000 | 23.3 | 0.00 |
| Bloomington III | 350,000 | 49.6 | **** |
| Anglesomyttle Ill | 193,000 | 42.9 | **** |
| Columbina O | 7,451,000 | 19.5 | |
| Bloomington, Ill Jacksonville, Ill Columbus, O Galveston | 8,588,000 | 20,43 | 8.9 |
| Houston | 13,554,000 | 38.0 | 0.0 |
| Colorado Springs | 935 000 | - | 1100 |

Totals U. S......\$2,402,831,892 19.2 Toronto Winnipeg ... Halifax Ancouver, B. C..... St. John, N. B..... Total: \$ 45,309,222 37.8

IRON IS BUOYANT.

Orders for Rails and Finished Prod-

nets Were Never so Large. NEW YORK, Dec. 13.-Bradstreet's to-

norrow will say: Hollday trade is in full swing at all markets, while jobbing distribution naturally shows a quieting down, preparatory to stocktaking. Nearly all advices touch ing these latter branches of business are encouraging, and the business results so far as ascertained are, on the whole, very

Among the industries iron and steel are easily first in strength of demand and prices, and the word "buoyant" accurately describes the situation as regards the feeling in the trade generally. Though strong, this trade is still conservative as a whole, as evidenced by the pegging of iron ore (old range) quotations for the coming year at old prices, in the face of a temptation to advance that and finished products. Probably never before was so such business booked in advance as there is at present in plg fron, ralis and finished The former is in better demand and \$16 can be had at valley fur-naces, though \$15 25 is the nominal rate. Production is at an unheard-of rate, despite car shortage stopping coke deliver-ies, and stocks of pig iron are still de-

box of pilis for "brown kittles." The re-sult of grinding these with a big stone, creasing. The crest of the recent rise in cereals was for the present reached on Saturday last for coarse grains, and on Monday. have been given as "crass ignorance," December 2, for wheat and provisions The proportions of the recent rise in the proportions of the recent rise in-flueed enormous realizing, which for a time was offset by heavy new buying. Uitimately the size of the grain move-ment and increases in visible supplies, added to the breaking of the drouth in the Southwest and the tightness of mon-ey, left the bears masters of the field. The steady rise in what and to propound them. The steady rise in wheat and corn prices shown since the early part of November had resulted in a gain of about 13 cents each in wheat and corn, from which the fall this week is only about 2 cents. Provisions sympathized with the movement pointed French Minister to Hayti.

CANAL IN NICARAGUA

HEPBURN BILL WILL BE REPORT-

busily employed, and shipments still heavily exceed last year. Leather is firm and while hides are easier, tanners are not Gratifying Unanimity at the First Meeting of the Committee-

Amendments Offered. WASHINGTON, Dec. 13.-The House

mittee on interstate and foreign commerce, at its first meeting today, voted to report favorably the Hepburn bill report invorably the Hepsurn bill providing for the construction of the Nicaragua Canal. Fletcher of Minnesota, was the only member voting against reporting the bill. Before the vote was taken several amendments were proposed. One by Adamson of Georgia was seried to providing that the gia was agreed to, providing that the expenditure of \$10,000,000, as provided by the bill shall be made on warrants signed by the President of the United States. Other amendments, fixing a minimum and maximum depth for the canal, were voted down, the desire being to retain the orig-inal form of the Hepburn bill as near as possible. Chairman Hepburn was directed to urge the measure to consideration and a vote in the House at the earliest possible time.

Hepburn said after the meeting that he would push the bill in the House as one of the first measures to be taken up after the holidays. The unanimity of the committee today was gratifying to the friends age, 40 hobos and vagrants for the past two menths, although 5 would crowd the of the canal measure. Adamson, a Demo-crat, moved to report the bill, and the entire Democratic membership of the comdingy quarters. The prisoners are usually very well satisfied with their two meals a day and their shelter from the mittee voted for the bill. Adamson is also co-operating with Chairman Hepburn on the floor of the House with a view to elements, and are in no hurry to have their sentences expire, according to Jail-er Roberts, who said yesterday: "The securing united action when the measure comes up. The Hepburn bill, as finally agreed upon and ordered reported today, follows: City Jail has no terrors for these fel-lows, and they are happy as clams. What

"That the President of the United States be and is hereby authorized to acquire from the States of Costa Rica and Nicaragua, for and in behalf of the United States, control of such portion of terri-tory now belonging to Costa Rica and Nicaragua as may be desirable and nec-essary on which to excavate, construct and protect a canal of such depth and capacity will be sufficient for the move-ments of ships of the greatest tonnage and draft now in use, from a point near Greytown, on the Caribbean Sea, via Lake Nicaragua, to Brito, on the Pacific Ocean, and such sum as may be necessary to secure such control is hereby appro-priated out of any money in the Treasury

not otherwise appropriated.

Sec. 2 That when the President has secured full control over the territory in section 1 referred to, he shall direct the Secretary of War to excavate and con-struct a canal and waterway from a point on the shore of the Caribbean Sea, near Greytown, by way of Lake Nicaragua, to a point near Brito, on the Pacific Ocean, Such canal should be of sufficient capacity and depth as that it may be used by ves sels of the largest tonnage and greates draft now in use, and shall be supplied ances to meet the necessities of vessels passing from Greytown to Brito, and the Secretary of War shall also construct such safe and commodious harbors at the termini of said canal, and such provisions for defense, as may be necessary for the safety and protection of said canal and

such surveys as may be necessary for said canal and harbors, and in the construct-ing of the same may employ such persons as he may deem necessary. "Sec. 4. That in the excavation and con-struction of said canal the San Juan River try dread is work, and the bare report that Portland was preparing a rock pile had the effect of sending a good many

and Lake Nicaragua, or such parts of each as may be made available, shall be "Sec. 5. That in any negotiations with the States of Costa Rica or Nicaragua the President may have, the President is authorized to guarantee to said states the

are now. It only took two policemen to guard a gang of them, and when one of terms as may be agreed upon for all vesthe prisoners desired to escape, no one ran very hard to prevent him. He was sels owned by said states or citizens thereof.
"Sec. 6. That the sum of \$16,000,000 is thus given a chance to leave the city and that was the object in making them hereby appropriated out of any money in work. Those who refused to work were the Treasury not otherwise appropriated oward the project herein contemplated and the Secretary of War is further here by authorized to enter into a contract or changed their minds."

"These 'vags' all give assumed names, and they all select Irish names," said another officer, who is of Hibernian descent himself. "Why, even a big laxy Swede a few days ago told Judge Cameron that his name was Patrick Riley. It I'd been Judge I'd a' given that Swede I'months at hard labor for that very trick." contracts for materials and work that may be deemed necessary for the proper empletion of said canal, harbors and de-

President, not to exceed in the aggregate

EXPEDIENCY IN DRYDOCKS. Mr. Corbett Resumes His Pen for Wooden Structure.

PORTLAND, Dec. 18 -- (To the Editor.) Judging from Captain Pope's remarks and the later comments by Mr. Bentley on drydock matters, it is evident that these gentlemen have misunderstood the nature of my partisanship for a dock of wooden America was organized, having for its object the promotion of the industry. the promotion of the industry.

Cecil Delacey Milner, a cousin of Sir Alfred Milner, and Mrs. Mabel Vaneguard, were married at Sault Ste. Marie, Mich.

Frank Cannon and Will Kelly, colored, were hanged at Helena, Ark., for the murder, last July, of Isaac Lane and his wife.

"Jack" O'Brien, of Philadelphia, was awarded the purse of 1450 in a fight with "Yank" Kenny, of New York, at Liverpool.

Victor Hugo's only grandson, George Hugo, has applied for permission to put the prefix construction. Steel is undeniably the su-perior material for almost any structure requiring rigidity, strength and perma-nece; the question is merely one of ex-pediency. The reference to the nature of Eastern drydocks was not introduced as being confirmatory of any personal idea but as simply offering a field for investigation which had passed the experimental has applied for permission to put the prefix "Victor" before his family name.

Spanish treasury bonds to the amount of 125,000,000 pesetas, running for six months, with interest at 4 per cent, will be issued shortly.

The preservation of wood in sait water and its susceptibility to decay in fresh water are not, strictly speaking, "dark secrets." There was no intent to maintain that the local conditions are synony-mous with those in New York harbor. I does not seem to be altogether a matter of what is best, but what is feasible, and when Mr. Pope says, "I frankly admit that a wooden drydock would serve our purpose for all practical ends as regards the handling of ordinary traffic," he effectually disposes of the situation, for it is certainly "practical ends" and "ordinary that we are concerned with. The salient fact is that we need a drydock as soon as possible, and as good as the appropriation will permit it to be, and it is probable that a decision in favor of a steel drydock would annul both require ments, whereas the immediate employ-

Good Words, A dispensary doctor in the Emerald Isle ment of native labor and material would satisfactorily fulfill the conditions. Allowing that the combination of fresh water, tropical heat and Russian baths, which Mr. Pope describes, would under-These people are woefully ignorant, yet no Irishman likes to confess to want of adequate knowledge.

One day I ordered a linseed poultice to mine the constitution of our proposed dock In the inside limit of 15 years, would not the possession of adequate docking facilities during that period have so increased be put on an old man's chest. The next morning he was no better, and I was acthe scope and importance of the port that private capital would be only too willing cused of incompetency.
"I put the plaister to him, your honor," said his wife, "tho" he spit an" spit like to take up the work where the commis-sion left off? It is furthermore highly probable that the commission would be a big snail. But it ain't done no good! An' docthor, honey! it was a big dose." Then I realized Mrs. Moultan's method very willing to go out of the drydock business long before that time. As a matter of fact, such a contingency need not of poulticing her good man's chest. She had applied the soft mass internally! Another time I compounded (we are our be forthcoming in the short time allotted; the dreaded processes of disintegration may be distributed over a long term of years of such common sense precautions as are at our disposal. In the first place, there are wood preservatives which are and wearing the powder as a charm, was not satisfactory. My verdict as "c'rown-er" certified "natural causes." It should generally acknowledged to have consider able virtue and which could be very read

ily applied to parts which could not easily be repaired.

The arguments advanced which assume David Jones, a district school teacher the conditions in a drydock to be identi-cal with those on the under body of a ship are not altogether consistent. Not of Missouri has issued his annual challenge to any person or group of persons in the world to spell against him. One of being familiar with all the details of Mr. Jones' conditions is that all words presented shall be English, so that it will probably take a large jury of experts drydock maintenance I may be in error, but it appears to be quite possible to keep the main body of such a dock constant-ly immersed when not in use, thus keep-ing the vital parts of it subject to the while Mr. Bentley's comparative fig. ures are certainly very attractive, they still await confirmation, and it would be interesting to have him submit complete

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plans and specifications to the commis- hind a bush in the garden. Wilhelm finds and cost permitting.

H. W. CORBETT.

GERMAN AT WOMAN'S CLUB Bright Comedy Given by Well-Known Club Members.

The German department, of which Frau Mundt is the leader, was in charge of the meeting of the Woman's Club yesterday afternoon, and a highly interest-ing entertainment it proved to be. Charming little programmes in the club colors, green and white, were provided for the occasion. Mrs. Fletcher Linn sang four songs in German, the words by Johanna Ambrosius, the new lyric poet of Ger-many, who was the subject of the afternoon. These songs were: "Goldringlein" (A Little Gold Ring), "Kann Ich in Deine Augen Sehen?" (Can I Look Into our Eyes?), "Versaumtes Gluck" (Lost Happiness), and "Mein Bub" (My Boy). Peranza had put them to music. They were sung in Mrs. Linn's most happy

Frau Mundt then read a most interesting paper on the peasant poet, Johanna Ambrosius, the chief feature of which was a sketch of her life written by the poet herself for the Portland Won Club, at the request of Frau Mundt. was greatly appreciated by the club members, who spoke their gratitude in very lively terms to Frau Mundt at the close of the afternoon

A bright comedy by the members of the German department followed, "Einer Muss Heiraten" (One Must Marry), by Alex-ander Viktor Zechmeister, better known by his pen name, Alexander Wilhelmi, Two learned young university professors forgetful of the fact that the breakfast bell had rung half an hour ago. Their aunt, with whom they make their home, them, declares that she will no longer put up with their idiosyncrasics. One or both of them must marry. Her niece Louise, who is visiting her, naturally is introduced into the conversation, the aunt suggesting her as a good wife for one of them. The two brothers, greatly nonplussed and disturbed by this new fenses, to be paid for as appropriations may from time to time be hereafter made, turn of affairs upon being left to them-selves, drew lots to see which one of them shall be the unhappy mortal to to be drawn on warrants signed by the commit matrimony. The lot falls to Jacob. Wilhelm undertakes the task of showing his bashful brother a graceful way of approaching the pretty cousin, Jacob all this time being in hiding be-

sion, as there is no reason why his plan should not be given acceptance, design and cost permitting.

Louise reading a volume of his own poems, and this, with her beauty, so dealights him that he makes love to her in real carnest, and, after a little demurring on the part of the maiden, is accepted. Jacob all this time is listening in great astonishment from his hidling place to this unexpected turn of events.

The play gave abundant opportunity for humor on the part of the actors, who made excellent use of it, keeping the audi-ence in a roar of laughter. The roles of the two brothers were taken by promi-nent clubwomen. Mrs. Ross, ex-president, though disguised in a man's wig, a thoroughly German shock of red hair, a long dressing gown, and little black university cap, was recognized by her friends, in spite of the fact that names were carefully omitted from the programme. Mrs. Julia Marquam, who at present holds the office of president, made a fairly irre-sistible Wilhelm, whom no one could help falling in love with, so every one said, The part of the aunt was capitally taken by Mrs. M. Blumauer, and Mrs. W. E. Thomas was charming as Louise in peasant costume. The play was given in Ger-man, and reflected great credit upon Frau Mundt. At its conclusion kaffee klatsch

Collision on a Mountain Curve. LIVINGSTON, Mont., Dec. 13 .- About 11:45 this morning a head-end collision curred on the mountain 10 miles west of Livingston, on the Northern Pacific. The collision took place on a curve where a light engine operating a flanger on the mountain ran into an extra west-bound freight. Engineer Lory and Fireman Vakelander, of the light engine, stuck to their posts and were seriously injured. Considerable damage was done to both

New Quarters at Annapolis. WASHINGTON, Dec. 13.—The Navy Department has awarded the contract for the construction of the buildings which are to serve as quarters for the cadets at the Naval Academy to Noel & Thomas, of Baltimore, at their bid of \$1,448,000.

Date for Encomponent Not Fixed. mittee having the matter in hand ad-journed today without definitely settling the date for the next National encamp-

Earthquakes in Italy and Sicily. ROME, Dec. 13.—Earthquakes were felt last night in the Province of Catania, Sicily, and in the Southern Italian prov-inces of Calabria and Lecce,

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