REALTY MEN BUSY

Money Pouring Into City for Investment.

MANY BIG BUILDINGS GOING UP

Sale of Chamber of Commerce Building Swells Week's Transactions—Activity in Erection of Business Blocks and Residences.

REAL ESTATE TRANSFERS.	
Monday	$ 8,612
Tuesday	17,497
Wednesday	535,791
Thursday	14,482
Friday	15,473
Saturday	16,838
Total	$608,693

BUILDING PERMITS.	
Monday	$12,200
Tuesday	12,760
Wednesday	10,000
Thursday	5,100
Friday	500
Saturday	11,500
Total	$53,060

The phenomenally large figure for Wednesday in real estate transfers is due to the sale by the Sheriff of the Chamber of Commerce building and the ground upon which it stands, to the Columbia Investment Company. Even without this amount, which is $517,502, the real estate transactions for the past week show an excellent condition in the realty market. Money earned through the Summer and the early weeks of the Fall season is now flowing into the coffers of the business men of the city, and they, in turn, are prompt to avail themselves of the opportunities presented for good investments. A number of moderate purchases have been made the past week.

The realty trade, however, does not show the activity that is manifested in the building line. Throughout the city buildings and residences are being erected and extensive alterations made. Work is being pushed as rapidly as possible upon the large buildings in the business district. Three bids, in different departments, on the Weinhard structure at Fifth and Oak streets were awarded last week. It is estimated by the owners that the aggregate of the amount of these bids, $114,000, represents about two-thirds of the total cost of the building. If this is correct, the structure will require an outlay of nearly $200,000. The new factory of Neustadter Bros. is now assured and construction will soon begin. The building will be a two-story brick and will cost about $30,000, facing East Taylor, between Grand avenue and East Sixth street.

Plans have been drawn for the structure at Grand avenue and East Washington street. Lambert & Sargent are the builders, and they estimate the cost at $25,000.

Wells, Fargo & Co. have taken out a permit for a two-story building on Lovejoy, between Eleventh and Twelfth streets. The Portland Riding Academy will make alterations in the building on Johnson, near Twenty-second street, to the amount of $500. Extensive alterations are in progress on the Witch Hazel, at Front and Madison streets. An additional story has been added and the upper stories remodeled and fitted for occupancy. They have remained unfinished for many years.

In some residence districts the same home-building activity manifested last Spring is again in evidence. "Keller's lot," an old-time playground for countless baseball and football games at Eleventh and Clay streets, has now three new houses upon it, and is lost to amateur athletics forever. Three important transactions in real estate have taken place which have not as yet been made public.

"We are clear up to our ears in work," said A. R. Diamond, of Rountree & Diamond, Saturday. "At the opening of the season we did almost nothing for two weeks, but scarcely a day passes now without our making some transaction, either great or small, and the inquiries are increasing every day."

INDIANAPOLIS CAR LINES.

Mr. McGowan's Company May Be Merged With Interurban Roads.

Indianapolis News.

The Indianapolis Traction and Terminal Company filed articles of association with the Secretary of State Tuesday, naming $500,000 as the capital stock and W. Kesley Schoepf, Hugh J. McGowan, John D. Thompson, James M. Jones and Clarence Winter as directors.

The statement of the purpose of the company as set out in the articles has renewed the rumor of a general merger of the Indianapolis Street Railway Company and the interurban companies entering Indianapolis. The articles say the purpose is to construct, or otherwise acquire, own, hold, control, maintain and operate street railroads in the city of Indianapolis and Marion County, in the state of Indiana, and in the territory adjacent thereto.

The appearance of the name of Schoepf among the directors of the new company is suggested as an evidence of an intention ultimately to form a combination of Indiana interurban roads with a view to connecting this city and Cincinnati, Schoepf being the head of the reorganized traction company at Cincinnati, in which Mr. McGowan is interested.

W. Wesley Schoepf, of Cincinnati, president of the Cincinnati Street Railway Company, as representative of the Widener-Elkins-Morgan financial syndicate, will be president of the terminal company. He signed its franchise in that capacity. Schoepf is known as one of the strongest men in the financial world, as well as one of the leading civil engineers of the country.

The new franchises of the Indianapolis Terminal & Traction Company are now pending in the Indianapolis Council.

Flowers as Tablecloths.

London Leader.

The fashion for the clothless luncheon table was followed by that of mats, doilies and lunch cloths gaily embroidered to imitate natural flowers.

Now comes an innovation more startling still—the needlework imitations are discarded for the real thing. Flowers alone in endless variety are the latest development for table decorations.

An entire covering of daffodils, for instance, was the only "cloth" used at a pretty luncheon recently. Another showed nothing but a rosy bed of carnations strewn all over the bare board.

A pretty novelty was a decoration of fern leaves. The fronds were first snipped of their stems and then placed under each plate and side dish, while in the center of the table the ferns were grouped with the stems together to form a complete circle of dainty woodland green. Upon this was set a huge bowl of roses.

A more conservative hostess clung to her beautifully embroidered and Battenberg-edged lunch cloth. But as a concession she duplicated the beautiful roses of the centerpiece with real roses scattered carelessly about the table. So well done were the needlework blossoms that they withstood successfully the severe test of close comparison with their living prototypes.

COLONEL ROOSEVELT CHARGING UP SAN JUAN HILL

THE SCULPTOR, J. E. KELLY, CALLS THIS STATUETTE "THE CROWDE D HOUR AT SAN JUAN."

The crowded hour at San Juan. Colonel Roosevelt has leaped into his saddle; his hand, clutching his Rough Rider hat, is outstretched in the word of command; the muscles of his face and neck swell with the intensity of the moment, and as he yells "Forward!" Little Texas, the thin, wiry, rawboned, leather-hided bronco, dashes up the hill.

All this and far more have been wrought into the bronze figure of statuette size which was placed upon the mantel-shelf in the library at Sagamore a few days ago. Friends of the President, on visiting him at Oyster Bay, generally speak of the statuette as "the attack on San Juan Hill." But if they look closer they will find these words, which the sculptor, J. E. Kelly, scratched on the pedestal:

"The Crowded Hour at San Juan."

Mr. Kelly in thus naming his creation has taken the words which Colonel Roosevelt himself used in his book, where he describes with his own pen the attack on the Spanish. On the same mantelpiece, and facing it, is another statuette, one of General Sheridan, also by Mr. Kelly, representing the Union officer on a flying charger. But few visitors to Sagamore know of the bit of American history which binds these two bronze cavalrymen together, and which in a measure exemplifies a certain military kinship between these two men.

The story goes back more than 20 years, to the time when young Roosevelt, a graduate of Harvard, happened to see among the various bric-a-brac, jewelry and antiques at Tiffany's the statuette of a flying horseman. The young man took an instant fancy to the statuette, which he recognized at once as that of General Sheridan dashing to the head of his troops at Cedar Creek, after his famous 20-mile ride. The figure was placed in rather an obscure place, for its sculptor had been found fault with by many art critics because of picturing a horse "in an impossible attitude." One of the forelegs of the horse had been fashioned straight, with the knee stiff, which was said by not a few to be "grotesquely absurd," and which was generally considered so until proved correct by instantaneous photography.

But the Harvard graduate, according to the story told by one of the old salesmen at Tiffany's, exclaimed as soon as he saw the bronze:

"Look at the fight in that man—and the horse! By George, it's perfect!"

The price of the bronze was $250, but the young man gladly paid the money, and the metal cavalryman took up its post in young Roosevelt's rooms.

Years went by, and the collegian had risen from one civic station to another, and was now Governor of the State of New Yor. He had returned from Cuba a war hero, and the Rough Riders had become famous the world round. It so happened at this time that some of the Governor's friends, who knew his great fondness for the statuette of Sheridan, told him of Mr. Kelly, its sculptor. General Francis V. Greene introduced Mr. Kelly to Mr. Roosevelt, and the two men soon came to an understanding by which the sculptor was to have the necessary studies for his work.

While Mr. Kelly was engaged with his task the Governor became Vice-President, and then President. The plaster cast was completed early this year, and when Mr. Kelly showed it to the President in Washington, the latter wrote in the plaster of the pediment, "Theodore Roosevelt, February, 1902."

A bronze cast was then made, and on Monday, July 7, Mr. Kelly carried it to Sagamore and delivered it to the President. Secretary Cortelyou, who was present at the time, said that the President was highly delighted over the bit of bronze, and pronounced it correct in all particulars. The President is also said to have turned to the sculptor with the words:

"Mr. Kelly, what I like best about these two statuettes is their Americanism."

The statuette is about 20 inches in height, and a careful study of the figure brings out the fact that the sculptor has spent a great deal of time and used great care in every detail. The horseman is dressed in an army shirt, open at the neck, with a bandanna loosely tied in front. In his right hand he holds a Rough Rider's hat, from the round edge of which waves a havelock, or handkerchief, tied to protect the neck of the wearer from the sun. There are shoulder-straps on the shirt. On his hip is a Navy revolver, in holster, a relic of the battleship Maine. The breeches are of the khaki uniform, with leggins and Army boots.

The loose skin, big veins, and the wiry skeleton of the bronco are portrayed with striking detail. The horse is of the small breed typical of the West.

STOCKTON'S BIG FIRE

FIVE BLOCKS BURNED AND LOSS ABOUT $500,000.

Fair Just Closed, and All the Exhibits Went Up in Smoke—Several People Injured.

STOCKTON, Cal., Sept. 28.—One of the largest fires in the history of Stockton started here this evening shortly after 5 o'clock in the agricultural pavilion, which was totally destroyed with all its contents, with two residence blocks totally destroyed and three others burned with the exception of a few buildings on the eastern side of the blocks. The approximate loss is $500,000, less than half insured.

The fire started through a plumber hunting for a leak in a gas main in the pavilion. He was using a candle to find the leak. A general alarm was turned in, but before the firemen could reach the scene the building was doomed. The entire structure was a mass of flames within five minutes after the fire started, and with incredible velocity the flames leaped across San Joaquin street to the east and across Lafayette street to the south. There was a slight breeze blowing to the south, and this carried the flames clear two blocks south of the pavilion and west of San Joaquin street. The three blocks to the east of San Joaquin street suffered greatly, and it was only by determined work on the part of the firemen, assisted by thick shade trees, that the flames were prevented from sweeping the town to Mormon Channel. Several firemen were injured though not seriously, and two policemen were overcome by smoke.

The district fair had closed Saturday night, and all the exhibits were still in the pavilion. The loss to the exhibitors was very heavy.

The Union Iron Works, of San Francisco, had on exhibition models of the United States cruisers San Francisco and Charleston. They were destroyed. There was $25,000 insurance on them.

Many people have been left homeless and destitue. Fifty houses were burned.

Linemen were put to work cutting wires shortly after the fire started, and as a consequence the telephone and power systems are in a badly deranged condition tonight.

From Page to Premier.

Philadelphia Record.

The career of Apolo Kagwa, Prime Minister of Uganda, who is in London to attend the coronation, has been remarkable and romantic. When very young he was page in the court of King M'tesa, and after that ruler's death rose to the rank of steward under the notorious M'wanga. He always held aloof from the barbarities prevalent at that time, and was in consequence more than once beaten and wounded by M'wanga.

Twenty years ago Apolo came under the influence of the Church Missionary Society, and has since remained a loyal and stanch friend of the missionaries, often at great personal cost. Though speaking but little English, he is no mean scholar in his own tongue, and has written three books on the history and folk lore of his people.

It was owing to the strong representations of Apolo, says the London Express, that M'wanga in 1890 signed the treaty with Captain Lugard by which Uganda became a British protectorate. He was head of the forces in 1892, and ruled the country with conspicuous ability during M'wanga's flight. Had it not been for his influence the chiefs would have rebelled and the country would have had to be reconquered.

DAILY METEOROLOGICAL REPORT

PORTLAND, Sept. 28.—8 P. M.—Maximum temperature, 62; minimum temperature, 39; river reading, 11 A. M., 2.1 feet; change in 24 hours, 0.1 foot; total precipitation, 5 P. M. to 5 P. M., 0.00; total precipitation since Sept. 1, 1902, 1.70 inches; normal precipitation since Sept. 1, 1902, 1.57 inches; excess, 0.13 inch; total sunshine Sept. 27, 5:21; possible sunshine Sept. 27, 11:54.

PACIFIC COAST WEATHER.

STATIONS.	Max. temp.	Precipitation last 12 hrs.	Wind. Velocity	Wind. Direction	State of Weather
Astoria	58	0.00	10	NW	Clear
Baker City	54	0.00	8	N	Clear
Bismarck	60	0.00	*	N	Clear
Boise	60	0.00	10	W	Clear
Eureka	60	0.00	8	W	Clear
Helena	54	0.00	12	W	Clear
Kamloops, B. C.	58	0.00	00	Clm	Pt. cldy
Neah Bay	54	0.00	14	W	Pt. cldy
North Head	54	0.00	16	NW	Clear
Pocatello	54	0.00	6	W	Clear
Portland	62	0.00	*	W	Clear
Red Bluff	82	0.00	24	N	Clear
Roseburg	64	0.00	6	N	Clear
Sacramento	82	0.00	24	NW	Clear
Salt Lake	50	0.02	8	NW	Cloudy
San Francisco	74	0.00	18	W	Clear
Spokane	60	0.00	12	SW	Clear
Seattle	60	0.00	*	W	Clear
Walla Walla	64	0.00	*	SW	Clear

*Light.

WEATHER CONDITIONS.

Fair weather prevails in all districts west of the Rocky Mountains. Sharp frosts occurred Sunday morning in Eastern Oregon, Eastern Washington and Idaho, and light frosts occurred in exposed places in the western portions of Oregon and Washington.

Light rain, mixed with snow, was reported early Sunday morning in Southeastern Idaho.

The indications are for fair weather in this district Monday, with sharp frosts in the early morning, followed during the afternoon by rising temperature.

WEATHER FORECASTS.

Forecasts made at Portland for the 28 hours ending at midnight Monday, September 29:

Portland and vicinity—Fair, with light frost in the early morning; slightly warmer during the afternoon; northerly winds.

Oregon—Fair; light frost in the west and heavy frost in the early morning; warmer during the afternoon, except near the coast; northerly winds.

Washington—Partly cloudy in the west, fair in the east portion; light frost in the west and heavy frost in the east portion in the early morning; slightly warmer in the east portion during the afternoon; winds mostly northerly.

Idaho—Fair, with heavy frosts in the early morning; warmer during the afternoon.

EDWARD A. BEALS, Forecast Official.

CLASSIFIED AD. RATES

"Rooms," "Rooms and Board," "Housekeeping Rooms," "Situation Wanted," 15 words or less, 15 cents; 16 to 20 words, 20 cents; 21 to 25 words, 25 cents, etc. No discount for additional insertions.

UNDER ALL OTHER HEADS except "New Today," 20 cents for 15 words or less; 16 to 20 words, 40 cents; 21 to 25 words, 50 cents, etc.—first insertion. Each additional insertion, one-half; no further discount under one month.

"NEW TODAY" (gauge measure agate), 15 cents per line, first insertion; 10 cents per line for each additional insertion.

ANSWERS TO ADVERTISEMENTS, addressed care The Oregonian and left at this office, should always be inclosed in sealed envelopes. No stamp is required on such letters.

The Oregonian will not be responsible for errors in advertisements taken through the telephone.

AMUSEMENTS.

MARQUAM GRAND THEATER—
CALVIN HEILIG, Manager
Tonight and tomorrow night,
ROBERT FITZSIMMONS,
Supported by Mrs. Fitzsimmons, Bobby, Jr., and an excellent company in his great play,
"THE HONEST BLACKSMITH."
Prices—Lower floor, except last three rows, $1.00; last three rows, 75c; balcony, first six rows, 75c; last six rows, 50c; gallery, reserved, 35c; balance, 25c; boxes and loges, $7.50.
Seats are now selling.

THE BAKER THEATER—
GEO. L. BAKER, Manager.
Phones—North 1076, Columbia 506.
Broke all records—turned hundreds away at both performances yesterday.
Tonight and every night this week, Matinee Saturday, the Great War Play,
"THE GIRL I LEFT BEHIND ME."
Presented by the Incomparable Neill Stock Company.
Prices within reach of all. Evening—15c, 25c, 35c and 50c. Matinee—10c, 15c and 25c.
Next attraction, "The District Attorney."

CORDRAY'S THEATER—
Tonight and tomorrow night, Sept. 29-30,
GORTON'S FAMOUS MINSTRELS.
Over 30 years before the public. Entirely new and up-to-date features. Gorton's CELEBRATED SOLO BAND concerts daily.
Four nights, commencing Wednesday, Oct. 1, and Saturday Matinee, the original
FERGUSON & MACK and
CARON & HERBERT,
In the first musical comedy of the season,
"McCARTY'S MISHAPS."
Evening prices—25c and 50c. Matinee Saturday, 25c to any part of house; children, 10c.

FREDERICKSBURG—
Seventh and Alder streets.
THE GREAT NOEL, something different from what you have ever seen.
THE GREAT AMERICAN VITOGRAPH.
RICHARD WILDE, Phenomenal Baritone.
MLLE. LUCILLE, in Poses Plastique.
ALMA ROSELLE, in Illustrated Songs, with the Great American Vitograph.
OLLIVETTE.
DOT STANLEY.
HATTIE WARD.
ADMISSION FREE.

FRITZ' NEW THEATER—
Second and Burnside sts.
PROGRAMME FOR WEEK COMMENCING MONDAY, SEPT. 29.
LITTLE EGYPT, RIELLY AND FORREST.
MAE STANLEY, ANITA LORD.
CELIA DE LACY, IDA HOWELL.
WALTER ORO, MARION ATWOOD.
EARL AND HAMPTON.
JUANITA COAD, BESSIE VERNON.
STANLEY AND SCANLON.
ILLUSTRATED SONGS, KINETOSCOPE.
Matinee Sunday at 2:30 P. M.

AUCTION SALE TODAY.

At residence, 432 Jefferson st., between 11th and 12th, at 10 A. M. S. L. N. Gilman, auctioneer.

MEETING NOTICES.

HAWTHORNE LODGE, NO. 111, A. F. & A. M.—Special communication of Hawthorne Lodge this (Monday) evening at 7:30 o'clock. E. A. degree. All E. A. cordially invited.
F. GLAFKE, JR., Sec.

IVANHOE LODGE, NO. 10, K. OF P.—Regular convention this (Monday) evening. Vote on consolidation. All members are urged to be present. W. E. HARRIS, C. C.
O. A. WINDFELDER, K. of R. & S.

DIED.

VAN FRIDAGH—In this city, at the family residence, 2 14th street, Desiri Constance Prosper van Fridagh, aged 78 years. Notice of funeral hereafter.

FUNERAL NOTICES.

FETTERLY—In this city, at the family residence, at Willamette, Sept. 27, 1902, Jerome Fetterly, aged 65 years. Friends and acquaintances are respectfully invited to attend the funeral services, which will be held Tuesday, Sept. 30, at 10 A. M. The residence is one-fourth mile west from Arbor Lodge Station.

J. P. FINLEY & SON, Progressive Funeral Directors and Embalmers, cor. Third and Jefferson Sts. Competent lady ass't. Both phones No. 9.

EDWARD HOLMAN, Undertaker, 4th and Yamhill sts. Rena Stinson, lady assistant. Both phones No. 507.

NEW TODAY.

I EXCHANGE NEW JEWELRY FOR OLD; pay highest price for old gold and silver, and will sell you a watch or diamond cheaper than any other store in town. Uncle Franklin, 165 First st.

WANTED—FIR PILING, 70 TO 75 FEET. Apply 657 Worcester block.

FOR SALE—HOME RESTAURANT, 308 EAST Morrison st.

30x100 ON 23D, NEAR JOHNSON street. Price $1300; easy terms. C. H. KORELL, 251 Washington st.

MORTGAGE LOANS
On improved city and farm property, at lowest current rates. Building loans. Installment loans. MacMaster & Birrel, 311 Worcester blk.

COAL
Don't lay in your Winter's fuel until you call up telephone Main 229. PACIFIC COAST CO., 240 Washington st.

Must Sell FOUR COTTAGES OF 5 rooms each and quarter block near 16th and Savier sts. Price $4500; easy terms. A big bargain. C. H. KORELL, 251 Washington st.

Choice Lot 50x100, ON JOHNSON, near 23d street. Price $2200, easy terms. C. H. KORELL, 251 Washington st.

Rare Chance TWO HOUSES and quarter block, only 2½ blocks from City Hall; extra good location for flats. Price $10,000, very easy terms. C. H. KORELL, 251 Washington st.

Bangor, on Coos Bay, Or.
Ocean terminus, Salt Lake R. R.; buy lots and double your money very soon. See or write L. M. Davis, 264 Stark st., Portland, Or.

$100 Monthly IS THE PRESENT rental of those four large houses and a quarter block which I offer for sale, short distance from business center. Price $12,500, easy terms. C. H. KORELL, 251 Washington st.

GREATEST BARGAIN ON MARKET
Full lot with cottages on West Side; annual rent, $438; nets over 6 per cent on $6500. Owner will take $3000 if sold during week. Room 10, 245½ Morrison st.

Crematorium, on Oregon City car line, near Sellwood; modern, scientific, complete. Charges: Adults, $35; children, $25. Visitors, 2 to 5 P. M. Portland Cremation Association, Portland.

GROWTH OF THE NATION

AREA HAS MULTIPLIED BY FOUR BUT POPULATION BY EIGHT.

Meanwhile, in 50 Years, Wealth Has Risen From 7 to 94 Billions—More Money Than Ever.

WASHINGTON, Sept. 24.—A moving picture of conditions in the United States at decennial intervals from 1800 to 1850, and annually from 1850 to 1902, is presented in a monograph just issued by the Treasury Bureau of Statistics, entitled, "Progress of the United States in Its Material Industries." This monograph consists of a series of tables showing area, population, wealth, debt, money in circulation, banks, and bank clearings and depositors, farms and farm values, manufactures and their value, revenues, expenditures, imports, exports, railways and their business, the shipping industry and many other features of national development, in the census years from 1800 to 1850, and annually from 1850 to 1902.

The figures presented, regarding more than 100 subjects, show an interesting, and in many cases a phenomenal growth in the industries, finances, production, and transportation of the country. The area has grown from 827,844 square miles in 1800, to 3,025,600 square miles in 1902, exclusive of Alaska and the islands belonging to the United States. The population per square mile, which was 6.6 in 1810, was 26.1 in 1902, notwithstanding the great increase in area meantime. The total wealth has grown from $7,000,000,000 in 1850 to an estimated $94,000,000,000 in 1900, and the per capita wealth, from $307 in 1850 to $1235 in 1900. In no feature has there been greater fluctuations, perhaps, than in the public debt and interest charge. In 1800 the public debt was $15 per capita; in 1840 it had fallen to 21 cents per capita; in 1852 it was $2 67 per capita; in 1861, before the beginning of the war, $3 74, and then mounted rapidly until it became $76 98 per capita in 1865, gradually falling again after the war to $38 27 in 1880, $14 22 in 1890, $12 64 in 1893, $13 60 in 1896, and $12 97 in 1902.

The money in circulation amounted to $15 85 per capita in 1860, touched $30 57 during the period of paper currency near the close of the war, but again fell below the $20 mark until 1881, when it reached $21 21 per capita. By 1892 it had reached $24 60 per capita; in 1896 it was $21 44; in 1900, $26 93, and in 1902, $28 40 per capita, the highest point that it has ever reached. Deposits in savings banks amounted to $1,138,576 in 1820, $6,973,304 in 1830, $43,431,180 in 1850, $149,277,504 in 1860, $549,874,358 in 1870, $819,106,973 in 1880, $1,524,844,506 in 1890, $1,810,597,023 in 1896, and $2,597,094,580 in 1901. Meantime the individual deposits in National banks had grown from $500,910,878 in 1865, to $3,111,690,196 in 1902.

The cause of these financial conditions above noted—the increase of currency, bank deposits, etc.—is found in other tables showing the development of farms, manufactures and of the various industries. The number of farms increased from 1,449,073 in 1850, to 5,739,657 in 1900, the value of farms and farm property from $4,000,000,000 in 1850 to $20,000,000,000 in 1900, and the value of their product, which was not measured until 1870, grew from $1,958,000,000 in that year to $3,764,000,000 in 1900. The value of farm animals increased from $544,000,000 in 1850, to $2,981,000,000 in 1900. The value of the product of the manufacturing industries grew from $1,000,000,000 in 1850 to $13,000,000,000 in 1900, while the number of people employed therein grew from less than 1,000,000 in 1850 to 6,750,000 in 1900.

The following table shows the figures for a few of the more important columns of the monograph, for the years 1890, 1895, and 1902.

	1890.	1895.	1902.
Public debt, less cash in Treasury	$ 890,784,370	$ 901,672,966	$ 969,457,241
Money in circulation	1,429,251,370	1,601,968,473	2,246,329,412
Bank clearings	58,845,279,505	50,975,155,046	‡11,190,226,021
Deposits in savings banks	1,524,844,506	1,810,597,023	‡2,597,094,580
Deposits in National banks	1,485,096,858	1,720,550,241	3,257,690,196
Number of farms	4,564,641	not stated	*5,739,657
Value of farm products	$ 2,460,107,454	not stated	*3,764,177,706
Value of farm animals	2,418,766,028	1,819,446,206	*2,981,054,115
Coal produced, tons	140,866,981	172,426,766	*261,677,861
Steel produced, tons	4,277,071	6,114,834	*13,473,595
Manufacturing industries—			
Average number of employes	4,712,622	not stated	*6,719,137
Wages and salaries paid	$ 2,283,216,529	not stated	*2,735,430,548
Value of products	5,369,579,191	9,372,437,283	*13,039,279,566
Iron and steel industry—			
Wages and salaries paid	95,736,192	not stated	*134,739,004
Value of products	$ 478,687,519	not stated	*835,739,084
Railways in operation, miles	166,654	181,065	201,839
Freight carried one mile, tons	79,192,985,125	88,567,770,801	141,162,109,413
Rate per ton per mile	98c	86c	*75c

‡1901. *1900.

The Motor Car in England.

London Telegraph.

It is hardly more than three years ago that the motor-car in England, besides being unpopular, was bad form. While street boys jeered and 'bus drivers were witheringly ironical whenever an automobile appeared in the streets, society also looked askance at the new mode of progression, and entertained beliefs to the effect that cars shook their passengers to pieces, cost the keep of a racing stud, and broke down every mile, and such like superstitions. "The King has changed all that," said the London representative of one of the biggest French motor manufacturing firms the other day. "The Premier, too, has done us a lot of good." As a matter of fact, with characteristic rapidity of progress, the new locomotion has in three years passed from unpopularity to public favor, and, after being bad form, has become extremely fashionable. If the 'bus driver, for professional reasons, still tries his best to be scathing, his irony ceases to find an echo in the crowd, and when he calls a magnificent 40-horse-power racing car a traction engine, his witticism falls flat. Some other persons the Sussex policeman, for instance. But the latter is mistaken if he thinks that public opinion is invariably on his side. The popular mind on the whole recognizes fully the importance of the automobile, its advantages and its delights, and the general sentiment of the man in the street toward motor cars is that "he wishes he had one." As for the society, it has taken to the motor in a wonderful way. The automobile, for obvious reasons, has become even more rapidly fashionable than it has grown in popularity.

TRIFLE BEHIND "ON NEWS"

He Was Anxious What Was Done to the Man Who Shot McKinley.

New York Times.

Pennsylvania train No. 288, Harry Landers, conductor, sets the clocks of four counties along the northern coast of New Jersey, where she runs every weekday of the year along the brink of sea and harbor into the great city. Neither drifting snows nor Summer tempests delay her, and in every farmhouse or fisherman's cottage that she runs past in the Winter season, they know that when the second hand of the kitchen clock comes around to a certain inclination they will see her steam through the trees, and that if they don't in 99 cases out of 100 it is the fault of the clock and not of locomotive No. 630, which hauls her.

The train is a social institution, too, and the Christmas dinner of her crew while she is lying up somewhere below Manasquan before her afternoon flight, ranks with the firemen's ball as an event.

So it happens that folk who spend their lives down that way always travel by No. 288, when they go down to Perth to do their quarterly buying, knowing that inside her hospitable vestibules they are pretty sure to foregather with equally prosperous friends of kindred interests.

One day last week an elderly man of this type boarded her from an ancient farm wagon at Deal. A newsboy came through at Elberon and he bought an evening paper, which he scanned rapidly and laid aside. Another abandoned paper was lying in the aisle. Furtively he picked it up, went through it with equal rapidity, and cast it aside.

By the time Red Bank was passed he had handled at least a dozen newspapers in like manner, and then a fat man with a silk skull cap, whose privilege it is to take a long ride on No. 288 every day and who had first formed the old farmers' acquaintance a couple of years ago, reminded him that they had met before and asked if he could help him.

"Well," he said, "I don't want to bother you, and I'm kind of ashamed to, too, but we had a hard Winter and we've been pretty busy getting the new barn to rights this Spring, and somehow I haven't been over to the tracks since Fall, so I haven't heard much of what's going on. What I'm trying to find out is whatever did they do to that villain who killed President McKinley.

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