# MEARS WILL QUIT PORT COMMISSION

## Resignation Tendered to Take Effect December 31 Because of Business.

## DREDGE WORK CONSIDERED

**Request Is Made to Have Willamette Put on Oregon Slough as Soon as Possible—Million Yards to Be Removed.**

S. M. Mears, who has been head of the Port of Portland Commission since the reorganization of the present personnel nearly a year and a half ago, announced at yesterday's meeting of the body that he would tender his resignation as a member to take effect December 31. Others of the Commission sought to persuade Mr. Mears from retiring, but he pleaded press of business, only consenting to withhold his resignation temporarily and possibly until the first meeting in January.

Mr. Mears is head of the Portland Cordage Company, has taken an active interest in the Chamber of Commerce and is chairman of the Oriental steamship line committee, with which he has labored busily of late, and with other duties he said that his time is occupied to an unreasonable degree with public matters.

**Legislature Must Confirm.**

He spoke of his intended resignation when the question of electing officers for the ensuing term was broached, and it was deferred until the resignation is acted upon and a successor elected. The men now composing the Commission must be confirmed at the coming session of the Legislature and it is possible for changes to be made in the timber of the organization.

"As far as working with the body we have here, I have enjoyed it," said Mr. Mears, "but the duties are a burden. I believe we have all been actuated by a desire to do our best, but I feel that I cannot continue."

"I think that your withdrawal, Mr. President, would be akin to leaving a ship without a captain," interposed Commissioner Joseph Goodman. "I don't believe that anyone in this city has done as much, been such a worker and shouter for a deeper channel to the sea, the establishment of coal bunkers in the interest of new shipping and the betterment of the harbor and your resignation would be a severe loss, as we are verging on greater things than have been attempted and I wish you would reconsider the move."

"The class of work is pleasant, yet I feel that there are mates in this crew ready and competent to go up for master's papers," replied the president.

**Free Pilotage Proposed.**

One important action yesterday was the adoption of a resolution in the interest of the proposed Oriental steamship line and a copy was ordered forwarded to Hamburg-American directorate, it being in keeping with negotiations that were carried on with G. Giese, here as the special agent of the fleet last month.

The proposition is that the Port of Portland will grant free pilotage on the bar and make no charge for shifting vessels in the harbor, probably arranging also to obtain free use of a dock for inward cargo, providing the Hamburg-American will establish a monthly schedule and maintain current rates from Puget Sound for the benefit of shippers, the latter, it being understood, to guarantee 75 per cent of the cargo monthly for vessels with a minimum cargo capacity of 5000 tons. It is estimated that free bar pilotage and harbor moves will represent $250 on each steamer.

The Commission has struck a stumbling block as to whether the eight-hour law, recently enacted by virtue of the vote in its favor cast at the last election, applies to men employed on the dredges, and an appeal will be made to Attorney-General Crawford for a ruling. Opinions were read yesterday bearing on the issue, one from the law firm of Wood, Montague & Hunt, in which it was held that the law applied to the dredge force, while an opinion from Minor, Teal & Winfree was to the contrary.

The Commission is deeply concerned in the final decision, inasmuch as the enforcement of the eight-hour clause will materially increase expenses for the ensuing years and the tax levy, which has been made out and probably will be adopted at a special meeting soon, will have to be expended.

**Dredge Assignment Asked.**

A subject of widespread interest was introduced through a communication from the Peninsula Industrial Company touching on the improvement of Oregon Slough for the accommodation of deep-sea vessels and it was made known that property owners along the waterway had progressed so favorably in a campaign to obtain $50,000, to equal a Congressional appropriation, that it would be collected about January 1.

As a consequence of the November election the Port of Portland Commission was given jurisdiction over Oregon Slough and it is desired to have the new dredge Willamette assigned there for work as soon as practicable. The dredge Sandy was to have been used, but she is smaller, besides being at present digging at the mouth of Willamette Slough. It is estimated that more than 1,000,000 yards will be removed on the first part of the project.

It was suggested that as the Port has been given jurisdiction that the fund collected and appropriated be diverted to the Commission, instead of the services of the dredge being paid for on a yardage or day basis, but it was decided first to confer with Major McIndoe, Corps of Engineers, U. S. A., and representatives of the Peninsula Industrial Company as to details.

**Free Bunkers Desired.**

The Port has been given an opportunity to facilitate the coaling of vessels through a proposition received from the Cleveland Hilson Company, which has opened a coal property near Tacoma and offered to supply bunker fuel to steamers here on the same basis as coal is purchaseable on Puget Sound, also of the same quality, providing the Commission would extend to them the free use of bunkers. They agree to deliver 3000 tons of coal here in 30 days after the offer is accepted and keep a stipulated amount on hand, if demanded.

The communication was referred to a committee, with instructions to act early, as Portland capitalists are interested in the property and information can be obtained without sending from the city.

Commissioner D. C. O'Reilly started action as to the proposed digging of a channel around Sand Island for the Government, so rock barges can be towed to Fort Canby, the base of the north jetty, when he moved that arrangements tentatively made with Major McIndoe be approved, so the latter can draft a contract and forward it to Washington. The dredge Columbia, which will be sent to Sand Island first and early next month if convenient, is to cost the Government $427.98 a day and the dredge Portland, which may be operated later, $293.03 a day.

**Barge to Be Sold.**

As the Port has no further use for barge No. 9, one of the fleet used to carry fuel to dredges, M. Talbot, manager of the floating plant, was authorized to offer it for sale.

From the St. Johns Lumber Company a complaint was received that steamers caused heavy swells in front of the plant that broke log rafts and resulted in loss to the corporation and it was stated that the vessels speeded in excess of the regulation allowance, so a reply was ordered sent that the subject be referred to the Government officials, as the Port has no jurisdiction over marine speeders.

Taylor, Young & Co. were the authors of a letter asking that the Commission try to remedy the ballast situation, so ships could be prepared for loading with less delay. Mr. Mears is interested in the Columbia Engineering Works, which now handles the ballast at Linnton, and he said he saw no means through which the Port could assert jurisdiction. The matter has been threshed in the past by the Chamber of Commerce, so no action was taken.

In conformity with a request from the Oregon Geographical Board it was moved that a communication be forwarded to the National Geographical Society, asking that the application of the former to have the name of Oregon Slough changed to North Portland Harbor be granted. The Oregon organization holds that as the stretch of water is really a portion of the Columbia River and flows between Hayden's Slough and the mainland, the term slough is a misnomer.

S. M. Mears, Who Has Tendered His Resignation as a Member of Port of Portland Commission.

**Damages Are Requested.**

From the Home Telephone & Telegraph Company was read a statement of alleged damage suffered when the operations of the dredge Columbia, on the East Side last Spring, cut one of its cables, and $360 was asked as compensation. It was shown that tugs of the Commission stood by and assisted the company, also the Pacific Telephone & Telegraph Company, to raise their cables in saving them from injury and that the services were reasonably worth $250. The Pacific is ready to pay its share, but the Home interests were reported to have declined, pending an adjustment of their claim. Commissioner J. W. Shaver and Manager Talbot will endeavor to adjudicate the tangle.

As $13,180 is held for the retirement of certain bonds and no bonds of that classification are outstanding, it was ordered diverted to the general fund.

## BALLAST DISCHARGED SLOWLY

**Longshoremen Have Snap While Dock Workers Hustle.**

Lack of speed at Linnton dock in handling ballast material has made these weary days for stevedores, as time lost in getting vessels ready for cargo has brought down the wrath of exporters on the luckless man responsible for getting cargo aboard and with those complaints are mingled advice from skippers as to how the situation could be improved, added to which are reminiscences of ballast discharging in ports across the pond.

In the case of the Boadicea it is said she will be five days getting rid of ballast that ordinarily would require three days, as but 150 tons a day are being removed from her side while the gang of longshoremen in the hold could deliver 350 tons on the dock. Instead the latter contingent is reported to be taking things easy, as the force on the dock cannot keep pace, though those in the hold draw 55 cents an hour. It is assumed that a large gang will be employed to distribute the ballast because the delays are becoming serious.

**STEAMER INTELLIGENCE.**

**Due to Arrive.**

| Name. | From | Date |
|---|---|---|
| Sue H. Elmore | Tillamook | Dec. 13 |
| Anvil | Bandon | Dec. 13 |
| Beaver | San Pedro | Dec. 13 |
| Breakwater | Coos Bay | Dec. 15 |
| Gen. W. Elder | San Diego | Dec. 16 |
| Bear | San Pedro | Dec. 18 |
| Alliance | Eureka | Dec. 19 |
| Roanoke | San Diego | Dec. 22 |
| Rose City | San Pedro | Dec. 23 |

**To Depart.**

| Name. | For | Date |
|---|---|---|
| Klamath | San Pedro | Dec. 13 |
| Sue H. Elmore | Tillamook | Dec. 14 |
| Yale | S. F. to L. A. | Dec. 13 |
| Yosemite | San Pedro | Dec. 14 |
| Anvil | Bandon | Dec. 14 |
| Harvard | S. F. to L. A. | Dec. 14 |
| Beaver | San Pedro | Dec. 16 |
| Breakwater | Coos Bay | Dec. 17 |
| Camino | San Francisco | Dec. 17 |
| Gen. W. Elder | San Diego | Dec. 18 |
| Alliance | Eureka | Dec. 21 |
| Bear | San Pedro | Dec. 22 |
| Roanoke | San Diego | Dec. 25 |
| Rose City | San Pedro | Dec. 27 |

**Movements of Vessels.**

PORTLAND, Dec. 12.—Arrived—German bark Lisbeth, from Callao. Sailed—British ship Ravenhill, for Queenstown or Falmouth for orders; steamer Rose City, for San Francisco and San Pedro.

Astoria, Or., Dec. 12.—Arrived down at 9 A. M. and sailed at noon, British steamer Cape Breton, for Newcastle. Sailed at 11 A. M., steamer Roanoke, for San Diego and way ports. Sailed at 11:45 A. M., steamer Alliance, for Coos Bay and Eureka. Sailed at 2 P. M., German bark Jerabek, for Queenstown or Falmouth. Arrived at 2 P. M., Japanese steamer Nankai Maru, from Otaru; schooner Alert, from Long Beach. Arrived at 6 P. M., steamer Camino, from San Francisco.

San Francisco, Dec. 12.—Sailed at noon, steamer Bear, for San Pedro. Sailed last night, steamer General Hubbard, for Columbia River. Arrived at 3 P. M., steamer George W. Elder, from San Diego.

Port San Luis, Dec. 11.—Sailed—Steamer Catania, for Portland.

Nanaimo, Dec. 11. — Sailed — British steamer Bellgrano, for Portland.

San Pedro, Dec. 12. — Arrived — Steamer Northland, from Portland; steamer George W. Fenwick, from Columbia River.

Astoria, Dec. 11. — Left up at 9 P. M., German bark Lisbeth.

Rotterdam, Dec. 12.—Arrived—McHenry, from Seattle.

San Francisco, Dec. 12.—Arrived—United States transport Logan, from Manila. Sailed — Steamer Nann Smith, from Coos Bay; schooner Dauntless, from Honolulu.

**Columbia River Bar Report.**

Condition at the mouth of the river at 5 P. M., smooth; wind east 18 miles; weather cloudy.

**Tides at Astoria Friday.**

| High Water. | Low Water. |
|---|---|
| 4:12 A. M.....7.0 ft. | 9:42 A. M.....4.0 ft. |
| 2:17 P. M.....7.6 ft. | 10:13 P. M.....0.3 ft. |

# GREAT ICE FLOES TRAP BRITISH BARK

## Thrilling Experience of "Metropolis" on Voyage Around Cape Horn.

## CREW ALL FROSTBITTEN

**English Captain Narrates Story of Momentous Voyage From Buenos Ayres to Astoria, Which Requires 133 Days.**

ASTORIA, Or., Dec. 12.—(Special.)—Captain John Abbit, master of the British bark Metropolis, which arrived yesterday after an unusually long passage of 133 days from Buenos Ayres, came ashore today, his vessel having been released from quarantine, and tells an interesting tale of the terrible experiences which he and his crew passed through while their vessel was practically imprisoned in the ice off Cape Horn for over 45 days. In speaking of the trip today he said:

"We sailed from Buenos Ayres on August 3, but met contrary winds in the La Plata River and were delayed until the 11th, when we discharged the pilot and proceeded on our way. All went well and 12 days later we were off Staten Island, but the following morning the trouble began.

"At about 3 A. M. on August 23, as we were skimming along before a fair breeze, with pleasant weather, we sighted some object ahead.

**Great Ice Island Sighted.**

"As the dawn broke we discovered the obstacle was an immense island of ice fully five miles in length and towering into the air fully a thousand feet. All around were 30 or 40 other bergs of all sizes and shapes that looked like a fleet of snow-white mountains gradually drawing nearer and closing us in.

"By 4 o'clock that afternoon we were able to get clear of them and made fairly good progress during the next four or five days. Then a terrific gale came on from the westward, dead ahead, and we were forced to shorten sail and tack about on various courses, all the time keeping an extra lookout for the icebergs, which we could tell, on account of the terrible cold, were close at hand.

**Squall Carries Sails Away.**

"Suddenly, on September 2, a squall of hurricane force struck the bark and threw her on her beam ends, where she lay for several hours, until all the sails were carried away, and then the vessel righted. Fortunately, the ballast had been stowed so securely that it did not shift, and this fact probably saved the vessel and the lives of all those on board. This condition continued for six days, when there was a slight let-up and we could set a few sails and started beating about in the face of the series of gales which almost immediately sprang up, until the latter part of the month, when we again ran into a fleet of icebergs. The giant one we had seen before was not in sight, but there were several large ones, and among them was an island about 2½ miles long and 600 feet high. As the gale continued, we had a hard time avoiding these menaces and were among them for three days. During that time half of the members of my crew were frostbitten and the vessel was one mass of ice, both inside and out, from the truck to the water's edge.

"October 10 we sighted Cape Horn and stood away on our course for nearly two days, when we sighted the ice the third time, and it was not until October 15 that we cleared the mass. Then we struck favorable winds and made the balance of the run to the Columbia River in 60 days.

**Crew Completely Worn Out.**

"During the entire 45 days that we were in the ice I was compelled to be on deck the greater part of the time, and did not take off my boots once. My entire crew was completly worn out, and still with all our work and worry we did not cover more than 20 miles on our course. I have been around the Horn ten times, but this is the first trip on which I encountered the ice, and I assure you I hope it will be the last. We saw a few vessels while off the Horn, but all appeared to be in good condition, excepting a French bark that had lost her mainmast and was putting back to the Falkland Islands."

The Metropolis lost her outward charter by failing to arrive here before 6 o'clock on the evening of November 30, and will remain here to await further orders from her owners.

Aside from the loss of her sails and the loosening of some of the caulking in her decks, the bark suffered no serious injury, but she is to be surveyed by the insurance authorities.

Captain Veysey, Lloyd's surveyor, is expected to arrive from Portland tomorrow to survey the British bark Metropolis.

## BUOYS CHANGED ON COAST

**Several Marks to Be Altered Between Tongue Point and Jim Crow.**

Henry L. Beck, inspector of the Seventeenth Lighthouse District, yesterday issued the following information for the guidance of mariners:

Yaquina Bay — Outside bar whistling buoy, "Y." PS, reported not working, November 21.

Nehalem River approach—Nehalem River bell buoy, 2N, heretofore reported out of position, was replaced by a perfect buoy, December 6.

Columbia River — Main channel to Astoria—Clatsop Spit gas buoy 10, changed to a first-class nun, without change in position, December 7. It will be known as Clatsop Spit buoy 10.

Main channel, from Tongue Point to Jim Crow Point—The following buoys will be changed in name or number when opportunity offers:

Channel west side gas buoy 1½ to Tongue Point Crossing gas buoy 3 (name and number changed November 30); channel east side buoy 4¼ to channel buoy 2; channel west side buoy 3 to channel buoy 5; channel east side buoy 6 to channel buoy 4; channel east side buoy 6½ to channel buoy 6; channel east side buoy 8 to channel buoy 8; channel east side buoy 12 to channel buoy 10; Harrington Point gas buoy 14 to Harrington Point gas buoy 12.

Juan de Fuca Strait—New Dungeness Sand Spit buoy 2 reported missing, December 9.

## WASHINGTON IS PUZZLE SHIP

**Vessel Drydocked Fifth Time to Find Elusive Leak.**

As in the case of "Humpty-Dumpty" it seems impossible to get the hoodoo steamer Washington together again, for on being floated for the fourth time since she reached port in a damaged condition she was found leaking yesterday and ordered returned to the drydock. On the completion of her fifth period on the dock there is a chance that she will be tight below water.

The Washington came here from Coos Bay after having "walked" over the bar and besides having 20 feet of her keel renewed, considerable new work on deck executed, her boiler retubed and generally improved, a new lead sleeve was fitted, the one formerly around the shaft having been found damaged. Care was exercised in replacing the stern bearings and other parts, but water found its way to the hold easily. When the shaft and stern bearings were first removed and the hole plugged she showed no signs of a leak during four days, but previous to that time in the water she had leaked 12 inches in 48 minutes. The vessel has been repaired here so often that it is estimated offhand that more has been spent than her value represents.

**Marine Notes.**

Among arrivals at the mouth of the river yesterday was the schooner Alert, from the south, and she was towed to Prescott to load lumber.

Carrying 1,500,000 feet of lumber from San Pedro, the steamer Klamath, flagship of the McCormick fleet, cleared yesterday and will sail today.

Owing to her tiller having broken as she backed from Washington-street dock yesterday, the steamer Annie Comings was delayed three hours getting away from Oregon City.

It has been given out that 25 bales of burlap and other bonded freight here awaiting shipment to San Francisco will be carried on vessels of the San Francisco & Portland line.

After having shifted from Albina dock to the plant of the Portland Flouring Mills Company, the British steamer Lonsdale hauled upstream yesterday to the elevator.

Cables received yesterday indicated concern for the Japanese steamer Tsurugisan Maru, which sailed from the river October 31 and left Nanaimo November 6. She was due at Yokohama the last of the month.

With 106,360 bushels of wheat, valued at $88,279, the British ship Ravenhill left the horbor yesterday for the United Kingdom. The German bark Adelaide, hailing from Santa Rosalia, arrived up and entered in ballast.

Captain O. M. Kellogg, of the Kellogg Transportation Company, says that the Government dredge Cowlitz has finished channel work on the stream of that name from Toledo to Ostrander and in about two weeks will have cleared the road to Kelso.

There arrived in the river yesterday from Otaru the Japanese tramp Nankai Maru, formerly the British steamer Indravelli, which is loaded with hardwood logs. She will load here for the return to the Orient. The Japanese steamer Unkai Maru, which started her lumber cargo at Inman-Poulsen's, shifted yesterday afternoon to St. Johns.

Signed by Chief Dowell, of the fire department, and Captain Speier, of the harbor patrol, a letter was forwarded to the Portland Motorboat Club yesterday calling attention to the fact that in many houseboats in the fleet no precautions had been taken to guard against fires starting from heating stoves. It was pointed out that sheet-iron must be placed between the stove and sides of every houseboat.

A. G. D. Kerrell, general passenger agent of the San Francisco & Portland Steamship Company, reached the city yesterday to asisst in selecting a new location for the city ticket office. Mr. Kerrell says that travel out of Portland has been heavier by water this year than for any season and he says it is remarkable the number of persons who select the ocean route during the Winter periods.

# ADVANCE KEEPS STEADY

## WHEAT PRICES LIFTED BY BETTER STOCK TONE.

**Rain and Hail Damage in Central Argentina Are an Aid to the Bulls — Corn Is Higher.**

CHICAGO, Dec. 12.—Wheat showed decided strength today in line with the stock market and with bullish news from Argentina. Wheat at no time had a backset of more than a fraction. Heavy rains and hail damage in Central Argentina helped wheat. Buying was of a commission sort and was fairly active. Further reduction of Argentine crop estimates caused additional strength. The close was steady with May at 89⅝c, a net gain of ⅝c.

Corn rose in sympathy with wheat. There was talk also that the cold weather would bring corn into greater immediate use.

In oats unloading of December by a large cash house weakened that delivery.

Provisions closed from 2½c to 7½c higher.

The leading futures ranged as follows:

| | Open. | High. | Low. | Close. |
|---|---|---|---|---|
| **WHEAT.** | | | | |
| Dec. | $ .83⅞ | $ .84½ | $ .83⅞ | $ .84⅜ |
| May | .89 | .89⅞ | .89 | .89⅝ |
| July | .86½ | .87⅛ | .86½ | .87 |
| **CORN.** | | | | |
| Dec. | .47½ | .48 | .47½ | .47⅝ |
| May | .48¼ | .48⅝ | .48¼ | .48½ |
| July | .48⅞ | .49⅛ | .48⅝ | .49⅛ |
| **OATS.** | | | | |
| Dec. | .32¼ | .32¼ | .32 | .32⅛ |
| May | .32⅝ | .33 | .32⅝ | .33⅛ |
| July | .33 | .33 | .32⅞ | .33 |
| **MESS PORK.** | | | | |
| Jan. | 18.60 | 18.62½ | 18.45 | 18.57½ |
| May | 18.25 | 18.46 | 18.20 | 18.30 |
| **LARD.** | | | | |
| Dec. | 10.60 | 10.60 | 10.52½ | 10.52½ |
| Jan. | 10.12½ | 10.20 | 10.05 | 10.12½ |
| May | 9.95 | 10.02½ | 9.90 | 9.97½ |
| **SHORT RIBS.** | | | | |
| Jan. | 9.92½ | 9.97½ | 9.87½ | 9.92½ |
| May | 9.72½ | 9.80 | 9.72½ | 9.80 |

Cash quotations were as follows:

Flour—Easy.

Corn—No. 2, 45⅝@46½c; No. 3 white, 46@46¼c; No. 3 yellow, 46@46¼c; No. 4, 44@44⅝c; No. 4 white, 44@45½c; No. 4 yellow, 44½@45½c.

Rye—No. 2, 52c.

Barley—Feed or mixing, 43@43c; fair to choice malting, 57@72c.

Timothy seed—$3@3.90.

Clover seed—$10@18.

Pork—Mess, $17.50@17.75.

Lard—In tierces, $10.55.

Short ribs—Loose, $9.50@10.

Grain statistics:

Total clearances of wheat and flour were equal to 575,000 bushels. Primary receipts were 1,388,000 bushels, compared with 578,000 bushels the corresponding day a year ago. Estimated receipts for tomorrow: Wheat, 23 cars; corn, 217 cars; oats, 91 cars; hogs, 19,000 head.

**Puget Sound Wheat Markets.**

TACOMA, Dec. 12. — Wheat—Bluestem, 81½@82c; fortyfold, 79c; club, 78½c; red Russian, 76c. Car receipts, wheat 74, barley 1, corn 2, hay 16.

SEATTLE, Dec. 12. — Wheat—Bluestem, 82c; fortyfold, 80c; club, 79c; Fife, 76c; red Russian, 75½c. Yesterday's car receipts, wheat 50c; oats, 2, rye 1, barley 7, hay 32, flour 5.

**Grains in San Francisco.**

SAN FRANCISCO, Dec. 12.—Spot quotations: Walla Walla, $1.45@1.46¼; red Russian, $1.42½@1.43¾; Turkey red, $1.52½@1.55; bluestem, $1.62½@1.65; feed barley, $1.35@1.37½; brewing barley, $1.50; white oats, $1.50@1.51½; bran, $23@23.50; middlings, $31@32; shorts, $26.50@27.

Call board sales:

Wheat—No trading.

Barley—December, $1.34½ bid, $1.35 asked per cental; May, $1.31½ per cental.

**Minneapolis Grain Market.**

MINNEAPOLIS, Dec. 12.—Close: Wheat, December, 80@80⅛c; May, 84⅝c; July, 86⅝c.

Cash, No. 1 hard, 83c; No. 1 Northern, 81@82½c; No. 2 Northern, 79@80½c; No. 2 hard Montana, 81c; No. 3 wheat 77@78½c.

Bran in 100-pound sacks, $18@18.50.

Flax, $1.26½.

Barley, 40@59c.

**European Grain Markets.**

LIVERPOOL, Dec. 12. — Wheat — Spot, steady. Futures, steady. December, 7s 3⅝d; March, 7s 3½d; May, 7s 2d.

English country markets quiet; French country markets quiet.

## COTTON CROP IS 13,820,000 BALES

**Government's Final Estimate of This Year's Yield.**

WASHINGTON, Dec. 12.—The country's cotton crop this year will amount to 6,612,335,000 pounds of lint, exclusive of linters, the Department of Agriculture estimated today. This is equivalent to 13,820,000 bales of 500 pounds gross weight, and makes the crop this year in point of quantity, second only to the great record crop of 15,692,701 bales, exclusive of linters, grown last year. It is probable this year's crop may rank as the most valuable ever produced.

The quantity of linter cotton last year amounted to 278,700,000 pounds. With this as a basis, it is estimated that linter cotton production this year will amount to 481,400 bales, or 235,038,000 pounds, making the entire crop, including linters, approximately 14,311,300 bales of 500 pounds, gross weight, or 6,847,373,000 pounds of lint.

With an average price of 12½ cents a pound this quantity of cotton would be worth $855,920,000. Approximating the value of this year's cotton seed at $131,000,000, the average for the last three years, the total value of the cotton crop this year would be about $986,920,000. This would be the most valuable cotton crop ever produced.

Texas this year grew the greatest crop it ever produced; the department's estimate placing the quantity at 4,850,000 bales.

**Wool at St. Louis.**

ST. LOUIS, Dec. 12.—Wool, steady. Territory and Western mediums, 21@25c; fine mediums, 18@20c; fine, 13@17c.

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It saves a lot of worry, says Santa Claus, to have a present that fits all the way around. Old Santa tried this book last Christmas and it gave such general satisfaction as a gift for all ages that he has adopted it this year as his "best seller."

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