EXCEED TWO MILLIONS

DECEMBER WHEAT SHIPMENTS ARE REMARKABLY HEAVY.

Portland Exporters Have Dispatched 23 Foreign Cargoes Since December 1—The Wrecked Henriette.

Portland exporters yesterday ran the December wheat shipments from this city well over the 2,000,000-bushel mark, the British steamship Pembrokeshire and the French bark Jean Bart finishing off cargoes for Europe shortly after noon. The Pembrokeshire, which was cleared yesterday afternoon by Balfour, Guthrie & Co., carries a cargo of 216,548 bushels of wheat, and the Jean Bart, which was loaded by the Portland Flouring Mills Company, has aboard 111,731 bushels of wheat. These two vessels bring the wheat fleet for Europe for the month up to a total of 18 ships, carrying 2,015,476 bushels of wheat. There was also a full cargo of flour cleared for Europe, and two steamships cleared with flour for the Orient. Portland started off the month with one foreign cargo per day for the first week, and has maintained that average up to date, and with but two business days remaining will probably continue to make the same good showing for the entire month.

Up to date, there have been 23 business days in the month, and in that time, Portland has dispatched 18 cargoes of wheat, one of flour, one flour and lumber, one flour and cotton, one of lumber, and one of lumber and Government stores. This list will be increased by the Strathgyle and one or two more wheat ships, unless unexpected delays occur.

The Pembrokeshire will leave down the river this morning and will take aboard about 28,000 bushels of her cargo down the river. She goes down drawing 23 feet 6 inches. Captain John Kennedy, who is in command of the vessel, has made 21 trips to this port in the last five years, all of them, with the exception of the present, being on the steamship Monmouthshire in the Oriental trade. He is quite proud of the fine showing made by his big carrier, for she will go out of the Columbia with a much larger cargo than the Glamorganshire, of the same line, which loaded here earlier in the season. The Glamorganshire carried by 5400 long tons in addition to her bunker coal, although her net registered tonnage was 2839. The Pembrokeshire is but 2767 tons net register, and she will carry out of the Columbia 5800 long tons of wheat and 1050 tons of bunker coal, which will take her down to Coronel, Chile, where the first stop will be made.

Captain Kennedy was in command of the old Monmouthshire when she steamed out of Portland harbor for the last time, but he is leaving on his present trip with his fine new ship with the hope of again coming back here with her. He has many friends in this port who will wish him all the good luck that attended him in the old Monmouthshire, and by the time this latest addition to the "Shire" line becomes too small for the Portland trade, we will have water enough for one twice as large.

THE SUNKEN HENRIETTE.

Her Agents Call for Bids for Preliminary Work of Saving Her.

Kerr, Gifford & Co., agents for the French bark Henriette, have called for bids for releasing the vessel from her present predicament in Astoria harbor. The time for opening the bids is December 31, and as soon as possible thereafter the work of raising the vessel and saving her cargo will be commenced. Green redwood lumber differs from fir and pine in the respect that all of it will not float, and for this reason the task of saving the cargo is quite difficult. Until an examination is made, it will be impossible to determine the extent of the vessel's damages, but it is now believed that they are not serious.

Bids for the wreck of the French bark Ernest Reyer were opened yesterday, but were not made public. They ranged from $300 to $1000. As the Reyer was a new vessel, it is thought that considerable valuable gear and equipment can be saved from her. The remote location of the wreck, however, makes the value of the craft problematical.

PING SUEY'S ROUGH TRIP.

China Mutual Liner Was in the Big Gale Off Flattery.

PORT TOWNSEND, Wash., Dec. 28.—The steamship Ping Suey arrived this evening, 75 days from Glasgow, via Singapore, Hong Kong and Shanghai, having come through Suez Canal. Her cargo consists of 2000 tons of Chinese matting. The Ping Suey was caught in the Christmas night gale, when 500 miles off Cape Flattery, and the big steamship was roughly handled by the elements, but escaped damage. The captain says the storm was the worst he ever experienced, and the gale reached the force of a typhoon. The ship's decks were washed from stem to stern, as one wave after another boarded the ship. The captain further stated that it would have been almost impossible for any sailing craft or smaller steamer to have ridden out the gale in the vicinity where he encountered it. The Ping Suey, after passing quarantine inspection, entered at the Custom-House here, and will proceed to Seattle and Tacoma tonight.

ALL SHIPS ARE SAFE.

Clallam Bay Fleet Suffered but Little by the Gale.

PORT TOWNSEND, Wash., Dec. 28.—The steamer Gertrude today brings the first news from Cape Flattery and way ports since the Christmas storm totally demolished telegraphic communication. According to the Gertrude the storm raged down the Straits with unusual fury, driving waves over the decks of vessels at anchor in Clallam Bay, washing overboard everything movable, smashing boats and doing other minor damage. The barkentine Katie Flickinger had the narrowest escape, dragging her anchors until she was close to the shore. There she brought up and held fast, successfully weathering the remaining hours of the storm.

Clallam Bay was particularly exposed to the force of the westerly gale. The fleet, all of which are safe, includes the ships Oweenee, W. H. Macy, Bangalore and Carrollton; barkentine Katie Flickinger, schooner Mary and Ida, and another topmast schooner whose name was not learned.

NEW JAPANESE STEAMERS.

Toyo Kisen Kaisha Will Build Two Mammoth Carriers.

SAN FRANCISCO, Dec. 28.—Captain S. Tomioka, superintending engineer of the Toyo Kisen Kaisha, has arrived here from Yokohama on his way to Europe to arrange for the construction of two new steamships for his company, to be added to the line now connecting this port with the Orient. The new steamers will each be 510 feet between perpendiculars, 545 feet over all, with a breadth of 61 feet, with a gross tonnage of 11,500 tons, and a horse-power exceeding 15,000. They will be required to make at least 19 knots.

VICTORIA IS MAROONED.

Cut Off From Cable Communication and With Wreck Around Her.

VICTORIA, B. C., Dec. 27, via steamer.—Victoria is completely cut off from telegraphic communication. The Canadian Pacific Railroad cable was cut by the anchors of the Australian liner Aorangi, which dragged her anchors in English bay, and the Western Union wires are down in a hundred places between here and the cable box 20 miles distant.

The ship Santa Clara, of San Francisco, is still hard and fast on Trial Island, all efforts of the tugs to remove her having proved fruitless. The captain still has hopes of saving her.

The Bankburn, which, like the Santa Clara, drifted from Royal Roads during the gale of Christmas night, was located this morning safe at anchor off San Juan Island. She is in 29 fathoms of water, with over 100 fathoms of chain out.

The American tug Coleman was passing Destruction Island with a brigantine in tow when her engines went wrong. The brigantine made sail and escaped, and the tug was still drifting at last reports, her master having declined assistance.

Since it has been learned that the storm area extended beyond the Straits, grave fears are entertained for the collier San Mateo, which left on Christmas day.

HENRIETTE WILL BE RAISED.

Bids to Be Called For at Once—Surveyor Makes an Examination.

ASTORIA, Dec. 28.—The French bark Henriette, which sank in the river Thursday night, remains in the same position, with her masts sticking out of the water. She gives no appearance of having received any further damage. She was officially examined this morning by Andrew Hoben, the Portland surveyor, but he was unable to discover the extent of her injuries or the cause of the accident.

This afternoon it was decided to advertise for bids to raise her, take her alongside a wharf and discharge her cargo. These bids will be opened here next Tuesday afternoon. If this is accomplished successfully a diver will be sent down to discover the extent of her injuries.

The Government barometers at the office of Weather Observer Johnson registered 30.68 at 3 o'clock yesterday afternoon, and this is the highest that there is any record of a barometer reaching in Astoria.

Heavy Fog on the River.

A thick fog shut down over the harbor and rivers below Friday evening and except for an occasional lighting up in patches, it hung over the water all day yesterday. The steamships Strathgyle and Nome City are bound up the river, and the Argyll, Knight Companion and Pembrokeshire are ready to go down, but were unable to make a start yesterday. The British ship Irby and the German bark Bertha are also hung up in the fog down the river. The river boats came through on time but Captain Sullivan, of the Hassalo, reported a very heavy fog at Astoria, and also between Columbia City and Portland. The Irby and Bertha were at anchor at Columbia City, when the Hassalo came by, and the Strathgyle was above St. Helens.

Steamer Tampico Released.

PORT TOWNSEND, Dec. 28.—The steamer Tampico, of the Globe Steamship Company, which arrived from Honolulu several days ago, having made the run in 11½ days and was held here by order of quarantine officer, was released and proceeded to Seattle this morning. The Tampico, coming from a bubonic plague-infected port and having made the run in such a short time, it was decided to hold her until 15 days elapsed, the time limit in which plague would develop in case crew or passengers had been exposed to the disease.

Steamship Adato Damaged.

The overdue steamship Adato arrived at Muroran Thursday, after a long passage of 28 days from the Columbia. She was roughly handled on the trip across and limped into port with a portion of her deckload missing, and her bulwarks smashed. Some of the deckload had been used for fuel, and the rest had washed overboard. The Crusader, which sailed from here about the same time, also had a rough trip, and some of the sailing vessels which were caught in the storm, have undoubtedly gone by the board.

Attacked by Boarding-House Runner

ASTORIA, Or., Dec. 28.—This afternoon Boatman John Reid was employed by the master of the French bark Eugenie Fautril to take two sailors to his vessel. It appears that the men were not signed by the sailor boarding-house, and this evening while Reid was seated in a restaurant he was attacked by J. J. Kenney, Paddy Lynch and Charles Herbert, three boarding-house runners, who beat and kicked him in a brutal manner. No arrests have yet been made.

American Coal Competition.

NEW YORK, Dec. 28.—The British Consul at Marseilles, in a long report on the competition of American coal with British coal in Mediterranean ports, arrives at the conclusion that the American competition will only become dangerous to the British trade if high prices continue to rule in England, and if American shipping interests succeed in securing the passage of the bounty bill, cables the London correspondent of the Tribune.

Notice to Mariners.

Notice is hereby given that the wreck of Silva de Grace Buoy No. 4, Columbia River, Astoria Harbor, Oregon, has drifted about 200 feet northerly and westerly from its station, also West Side of Channel Buoy, Tongue Point Crossing, has gone adrift. These buoys will be replaced as early as practicable. W. P. DAY, Commander U. S. N., Lighthouse Inspector.

Portland, Or., Dec. 28, 1901.

Fishing Schooner Wrecked.

ST. JOHN'S N. F., Dec. 28.—The schooner Maud, from Little Bay for St. John's, with 2000 quintals of fish, is ashore at Brond Cave, and will be a total loss. Her crew escaped only with the greatest difficulty, after having been exposed for some hours in the rigging. A severe blizzard has raged here the entire day, and it is feared that other marine disasters have occurred and will be reported shortly.

Schooner May be Saved.

PORT TOWNSEND, Dec. 28.—Captain Olsen, of the stranded schooner Minnie A. Caine, arrived this evening from the scene of the disaster. He reports that the schooner is high and dry at low tide and that her bottom is perforated with holes. He expresses the opinion that the vessel can be saved. He continued to Seattle to make arrangements to float the ship.

Cunarder Passed Queenstown.

QUEENSTOWN, Dec. 28.—The Cunard Line steamer Etruria, from New York December 21, which arrived off here at 5:55 o'clock today, was unable to communicate with the shore, owing to unfavorable weather, and proceeded to Liverpool.

Smallpox Quarantine Raised.

MARSHFIELD, Or., Dec. 28.—This section has been having quite a smallpox scare, but the disease is now under complete control. It was in very mild form. Coquille City declared a quarantine against this city, but it was soon raised.

British Bark Wrecked.

LONDON, Dec. 28.—The British bark Mersey, Captain Olsen, from Rosario, October 14, for Falmouth, was wrecked upon Goodwin's sands last night. Lifeboats stood by her until she began to break up and then took off the crew.

Insurance Rates to Be Raised.

TACOMA, Dec. 28.—A rumor has reached Puget Sound that the insurance companies are going to raise both coasting and Alaska rates, the former 2 per cent and the latter 5 per cent.

Domestic and Foreign Ports.

ASTORIA, Dec. 28.—Left up at 10:30 A. M.—British ship Wendur, schooner Winchester. Arrived at 11:30 A. M. and left up at 12:50 P. M.—Steamer Nome City, from Seattle. Arrived at 12 noon—German ship Lila, from Honolulu. Sailed at 12 noon—Steamer Elmore, for Tillamook. Sailed at 3 P. M.—French bark Francois Coppee, for Queenstown or Falmouth for orders. Condition of the bar at 5 P. M., moderate; wind east; weather hazy.

San Francisco, Dec. 28.—Arrived—Steamer Walla Walla, from Victoria. Sailed—Schooner Robert H. Hind, for Port Blakeley; steamer Chico, for Alberni, B. C.; schooner Queen, for Gray's Harbor; brig Harriet G., for Gray's Harbor; bark Levi G. Burgess, for Tacoma.

Tacoma, Dec. 28.—Arrived—American steamship Mackinaw, from San Francisco; American schooner William Bowden, from San Francisco. Sailed—Austrian steamship Marianne, for Seattle.

London, Dec. 27.—Arrived—Serapis, from San Francisco, Guayaquil, etc., via Havre.

Yokohama, Dec. 28.—Arrived previously—Doric, from San Francisco, via Honolulu, for Hong Kong; Kinshiu Maru, from Seattle.

Japanese Port, Dec. 28.—Arrived previously—Glenogle, from Tacoma for Hong Kong.

Seattle, Dec. 28.—Arrived—Steamship City of Seattle, from Lynn Canal.

Yokohama, Dec. 28.—Arrived—Glenogle, from Tacoma for Hong Kong.

Hong Kong, Dec. 27.—Sailed—Victoria, for Tacoma.

New York, Dec. 28.—Sailed—Campani, for Liverpool; Phoenicia, for Hamburg; Minnehaha, for Hamburg; Statendam, for Rotterdam and Boulogne; Hohenzollern, for Genoa and Naples; Victoria, for Glasgow.

Calcutta, Dec. 28.—Sailed—Kirkdale, for San Francisco.

Havre, Dec. 28.—Sailed L'Aquitaine, for New York.

Antwerp, Dec. 28.—Sailed—Friesland, for New York.

Liverpool, Dec. 28.—Sailed—Saxonia, for New York.

A GREEDY PYTHON.

Devours a Florida Alligator and a Horned Lizard at New York Zoo.

New York Tribune.

In a glass box eight by six, and five feet high, which occupies a section of the monkey-house in the Central Park menagerie, a 16-foot African python, some black snakes, several little Florida alligators and an 18-inch horned lizard, habitat Central and South America, lived until last night without losing individuality. Once, indeed, about four weeks ago, the python was charged with the disappearance of a little alligator, because the outline of the diminutive body was seen inside the python. But J. H. Smith, director, thought that unless the python was a freak it would devour no more hard-coated things, because pythons who live up to their historical reputation prefer rats, rabbits and pigeons, and this python got them when he was hungry—about once in 10 days. Yet he seemed not to be inconvenienced in digesting the crocodile.

On Friday night he outdid himself. He swallowed the horned lizard. This sprawling reptile used to make children shiver on account of his ugly spines. The main horn, on his nose, from which he took his name, was four inches high, and spines grew back from that along his backbone until they dwindled away at the tip of his tail. Altogether, he did not look as if he would be good to eat at one swallow, but that seems to have been the way he met his end.

Yesterday, when "Jake" Cook, the keeper of the monkey-house, made his morning survey of his charges, he missed the lizard in the glass box. The black snakes were tied together and twisted in the dead tree branches placed in the box for that purpose, and the python and little alligators shared the shallow tank in one end. At first sight the lizard was not there. Cook could see no visible means of escape, and was deeply mystified.

Then he saw an abnormal bulging in the python's attenuated body, a little forward of the middle. It began with a big knot in the side, and gradually dwindled away toward the python's head. Cook then remembered the occurrence of four weeks ago, and decided what had become of the horned lizard. Cook asserts there was no movement on the part of the hump at the time he first noticed it, or afterward. The python was perfectly dormant. Cook says he does not know when it will wake up.

AT THE HOTELS.

THE PORTLAND.

W M Peel, Seattle
Sydney Weinshenk, SF
Geo Rubenstein, N Y
H W Marsh, Chicago
A C Mason, Tacoma
W Curtis Thomson, London
M A Gottstein, Seattle
Geo Boole, Seattle
Geo F Merritt, Boston
G J Sweet & wf, S F
G F Detrick, S F
Col Tully McCrea, U S Army
Mrs McCrea
Miss Sweaney, Oakland
W C Johnson, Chicago
G P Paine, Minnpls
C F Whaley, St Paul
E W Applegate
J Muller, Baker City
C A Morgan, Durango
G A Bennett, Grand Junction, Colo
F S Stanley, Perry, Or
Julius Merzbach, S F
Jos Burlingame, Chgo
Chas Grass, N Y
W W Randall, N Y
Will Wilzinski, Seattle
J G Megler & wife, Brookfield
W L Ernest, St Paul
G W Dorman, St Paul
Mrs Rufus H Smith, Seattle
E J Duffey, San Fran
G F Wentworth, Tacoma
C V Floyd, Kansas Cy
Dr Grace Albright, Salem
W F Firbig, Portland
H R Winchell, Portlnd
J A Goodin, Vancv Bks
C G Jacobs, Oregon Cy
Edgar J Diven, N Y
E St John & wf, Chgo
L A Falck, San Fran
H E Tuthuta, U S A

THE PERKINS.

John L Sweeney, Salem
Edward Curran, Forest Grove
H S Clodfelter, Albany
Geo Irvine, Corvallis
E C Payne, Spokane
Mrs E C Payne, do
R Green, Butte
R J Moore, Rochester
Avy Dipple, Rochester
A Langley, Wh Horse
E B Hebert, Pendleton
V Ray Bennett, Oakvi
O Bystrom, Kalama
W Bohm, Tacoma
W E Frazer, Livingston, Mont
R Burns, Walla W
Mrs R Burns, do
Master Burns, do
Eugene Frankle, do
A J Gustaveson, Tacoma
G A Todhope, Seattle
Mat Johnston, Dillon, Mont
David P Kelley, Danbury, Conn
E E Whiting, Chicago
J W Cox, Garfield
Mrs J W Cox, Garfield
Miss Cox, Garfield
J W Wiseman, S F
Mrs J W Wiseman, do
Miss Wiseman, do
Mrs J M Davis, Seattle
Mrs C W Vail, Oakland, Or
H Van de Bogart, NY
Mrs J M Driske, W W
A S Auterson, Woodburn, Or
Agnes Asbill, Caldwell
Mrs A K Callaway, do
M Waldo, do
J G Carson, Chicago
S B Leighton, Chicago
Henry Burke, Roseburg
Peter Robertson, Cove
Mrs P Robertson, do
J B Crosfield, Mt Tabr
Mrs J B Crosfield, do
Chas P Thomas, Aberdeen, Wash
Geo S Sufford, do
S S Goldsmith, San Fr
Eugene France, Aberdeen
J C Anderson, Tacoma
Frank Bruge, do
A G Wood, Newberg
A C Haley, Pendleton
F E Everett, Ione
O B Gates, Hillsboro
J Masters, Dilley
Mrs J Masters, do
J O Watts, Eugene
W S Ling, McMinnv
R S Blow, Portland
L B Reeder, Pendleton
L T Russell, Seattle
Barney May, Portland
T P A, 1902
E T Schwab, S F
N E Painger, Heppner
M Martin, Rosalia
C Copple, do
J T Eshelman, Tacoma
Dudley Eshelman, do
Will R White, Seattle
M Wilkins, do
Geo B Loucks, Starbk
G G Ingraham, St Paul
C C Brower, Astoria
Josie Hale Bush, Bay Center
A S Bush, do
W Hanesed, Billings
Ethel Hanesed, do

THE IMPERIAL.

C. W. Knowles, Manager.

Sam Galland, city
M P Swope, city
A Mann, Bunker Hill
L G Gunett, Bridal Vi
M A Butler, Baker
L A Ash, Seattle
Mrs F J Wheeler, Vancouver
Mrs Anderson, do
Wm Eastman, Cal
Dr D Y K Deering, Union
Levi Ankeny, W W
Mrs A N Gilbert, Salem
Chas S Moore, Salem
H G Van Dusen, Asto
L B Geer, Salem
A H Stevens, St Paul
A C Goodding, San Luis Obispo
C T Morgan, Colo
Frank E Burghoffer, Fairhaven
R D Gilbert, Salem
H M Matthew, Seattle
L A Jackson, do
Geo A Davis, S F
C D Gabrielson, Salem
C R Franklin, Mt Vernon, Wash
Matthew Stewart, Talent
Walter Lyon, Salem
H G McKinley, Wis
Julius L Haas, S F
Mrs W R Waggoner, Heppner
W L Bradshaw, Dalles
Robert S Hyde, Cascade Locks
J B W Johnston, Taco

THE ST. CHARLES.

H S Clodfelter, Albany
Alhon Meinig, Sandy
M B Everitt, Hillsboro
B Chisholm, do
J C Matthes, Brooks
R W Grant, do
J H Quick, Rainier
B P Haines, do
H Gurske, Hoquiam
E Matson, do
R W Thompson, Shelliville
J F Cottrall, Astoria
F W Bates, Carrollton
R Latourell, Latourell Falls
Matt Marony and sons Latourell Falls
C Olmstead, Cathlamet
Wm Armstrong, do
H Meacham, do
B Spillman, do
J L Black, Gray's Riv
A F Hester, La Camas
J T Matthews, Salem
A B Millsap, Lebanon
E M F Hughes, Cal
H M Edmiston, Asto
W E Brown, Kelso
W F McClure, do
A L Thompson, Moro
W R Belcher, Monkld
C G Monroe, Cathlamet
J F Kilgore, Sherwood
E S Jarett, Arlington
Jas Manary, Marshland

Hotel Brunswick, Seattle.
European, first-class. Rates, 50c to $1.50. One block from depot. Restaurants near by.

Tacoma Hotel, Tacoma.
American plan. Rates, $3 and up.

Donnelly Hotel, Tacoma.
European plan. Rates 50c and up.

PROFITS IN BEET SUGAR

NO PROTECTION NEEDED, THOSE INTERESTED DECLARE.

Official Statement by Henry T. Oxnard and W. Bayard Cutting, of American Beet Sugar Company.

The New York Evening Post presents, as bearing on the current claims of certain beet-sugar producers for high protection against Cuban cane-sugar, a letter written and issued in 1889 by W. Bayard Cutting and Henry T. Oxnard, directors of the American Beet-Sugar Company, as follows:

"In 1889 the possibilities of the beet-sugar industry in the United States first recommended themselves to the Messrs. Oxnard and Cutting, and determined them to invest in its development. It commended itself to them not only on account of its probable profit, and its introduction of a new manufacturing industry of great magnitude, but very largely because it seemed to provide that which the country sorely needed—a new agricultural industry of large possible benefit to the farmer, suffering from over-production and unprofitable prices for his cereals. It is possible that, had the pioneers in the industry foreseen the time, care, and labor attendant upon the development of the enterprise, they might have withdrawn—and yet they are able to assert today, without reserve, that both from the manufacturing and agricultural side, the industry has succeeded beyond any of their original calculations or hopes. It stands today on a basis as firm as any business in the country, and, if the clearest signs do not fail, the anticipations of a new agricultural outlet of vast possibilities and secure returns will be more than realized.

"The troubles of the promoters have been due largely to agrarian causes. The unwillingness of the Northwestern farmer to adopt new agricultural methods, his dislike of learning from experts, and, above all, his distrust of anything like 'capital,' made his education well-nigh hopeless. To the normal obstacles was added the rampant Populism in Nebraska (resulting in the repudiation of the state's obligation to the sugar manufacturers), and the conditions were not encouraging. All this, however, has been overcome. Gradually the mutuality of interest of the manufacturers and the growers has been realized. Slowly the motives of the beet-buyers—so long perversely misrepresented and misunderstood—have been seen by the farmers to be fair, and at last good feeling prevails and the farmer is eager—rather than reluctant—to supply the raw material. Not a year since its inception has the manufacturing side of the project failed to show a profit, but the enormous outlay on the educational and agricultural side, and the expensive alterations and additions to plant necessary to meet unforeseen conditions, and to perfect the machinery so as to keep it in the very front rank of similar enterprises, combined to make the first few years of operation costly.

"This is the experience, however, that gives wisdom, and it may be said now, in a general way, first, that the supply of raw material is assured beyond any doubt, and, second, that the world contains today (it is believed) no more perfect factories than those owned by the Oxnards and Cuttings. As to the first point, it must be borne in mind that the farmer takes the minimum of risk, his crop being all sold in advance by written contract at a fixed price, and that his gross return is from $40 to $65 per acre as a normal price, with occasional cases running up to $100. A full supply is assured for 1899 in Nebraska, while the difficulty in California seems to be to select from the large acreage offered while doing justice to all applicants.

"Perhaps it may be well to draw attention to one or two features of the industry:

"First—Its product is a staple of universal consumption and of the readiest sale.

"Second—The product is a finished article, the sugar being turned out refined and granulated, the manufacturer not being dependent upon the refiners' trust for his market.

"Third—Competition by home production is so remote as to be scarcely worth consideration. The United States is now compelled to import three-quarters of its consumption, and it would take at least 200 factories of a daily capacity of 500 tons of beets to produce present importation.

"Regarding the future development and permanency of the beet-sugar industry in the United States, there can be absolutely no doubt for the following reasons:

"First—Of the tropical countries which it is proposed to annex to the United States, Porto Rico is too small to cut any figure, and the Philippine Islands have not the necessary elements for the expansion of the sugar business sufficiently rapid to give any concern to those interested in the production of sugar from beets in this country for the next 25 years to come.

"Second—The Island of Cuba is so situated that its sugar industry can rapidly recover the ground lost during the insurrection, provided that the labor question there can be satisfactorily settled. There is, however, no fear that Cuban production, even under an annexation to the United States, can in our day expand to the point where the United States would become exporters of sugar instead of importers, and hence that protection would no longer protect.

"Third—Greater than all the above assurances of the permanence of the sugar industry in this country is the fact that sugar can be produced cheaper here than it can be in Europe. The sugar industry is, after all, merely an agricultural one. We can undersell Europe in the production of all other crops, and sugar is no exception. The sugar consumed in the civilized world consists of 3,000,000 tons of cane sugar grown in the tropics, and 5,000,000 tons of beet-sugar grown on the Continent of Europe. Therefore, in considering any given sugar enterprise, if it can meet and overcome the competition of sugar on the Continent of Europe, it is perfectly safe to say that it has a permanent future.

"Fourth—In addition to all the above, the main fact is to find out what the conditions would be under free trade in this country. This was tested practically by admitting the raw sugars of the world free to compete with us in the period from 1891 to 1894. During these three years, the duty was entirely removed from raw sugars coming from foreign countries, and in place of this duty a bounty of 2 cents per pound was given to the home producers, which was paid out of the National Treasury, until the McKinley law of 1890 was repealed, and in its place the Wilson tariff bill was substituted on the 28th of August, 1894.

"The average prices of granulated sugar during the years 1891, 1892 and 1893, taken from Willett & Gray's Journal, which is the recognized authority in the sugar world, are as follows:

	Cents, pound.
1891	4.941
1892	4.346
1893	4.84

"The average price of sugar in 1890, before the duty was removed, was 6.17 cents per pound. Taking the lowest year, say, 1891, it is found that sugar sold at an average price during that year of 4 cents a pound. This was under free trade, admitting all the raw sugars of the world to our markets duty free. Therefore, if the lowest price (4 cents) be taken as an average, it will give a guide to go by in the event that we ever again return to absolute free trade. During 1898 the Chino factory produced 256 pounds of granulated sugar per ton, and the Norfolk 250 pounds per ton. In the new factory at Hueneme a production of about 270 pounds is anticipated. However, let us take the average as 250 pounds, which is the product of one ton of beets manufactured into granulated sugar. If we multiply this figure by four, it gives us $10 as the net result from a given ton of beets manufactured into granulated sugar at free-trade prices.

"There is a seven years' contract in our new factory at Hueneme, paying $4 as an average price for beets. If we add to this the cost of manufacturing these beets into sugar, we will find that $3 would cover every expense. Our figures, based on averages in our factories located in California and Nebraska, show that $2.50 per ton covers the actual expenses of manufacturing sugar, and in the new factory, which is three times as large as the Chino factory, we expect to reduce the cost below $2; but, for the sake of conservatism, we will place the figures at $3.

	Per ton.
Beets	$4 00
Expense of working beets into sugar	3 00
Total	$7 00
Amount realized from the sale of the product at 4 cents per pound	$10 00
Net profit per ton	$3 00

The factories are capable of manufacturing at least 250,000 tons of beets into sugar per annum; 250,000 multiplied by $3 would give $1,050,000 (this at 4 cents per pound; at 3 cents per pound, 25 per cent less, $780,000), as the income to be derived under absolute free trade, should the price of sugar be at the lowest price prevailing during the years when all duty was removed from raw sugar.

The annexation of the Hawaiian Islands, if anything, is more advantageous to the home producers than the treaty conditions of free sugar produced by contract coolie labor. Now, they must manufacture sugar under the labor and tariff laws of the United States, instead of under the coolie-labor system. It is a fact that the total consumption of sugar in the United States doubles every 15 years. The consumption in 1882 was 1,061,220 tons, whereas in 1897 the consumption was 2,096,263 tons. Total production today in the United States, including the Hawaiian Islands, is only 400,000 tons. The annual increase in consumption is about 300,000 tons, which is the average production of cane and beet sugar in the United States proper today.

"From the above, it will be seen that there is absolutely no fear of competition from internal sources for the next quarter of a century at least. It is difficult, without an appearance of egotism, to suggest that the experience of the Messrs. Oxnard and Cutting, covering over eight years of labor under carying conditions of location and environment, has given them peculiar advantages. Expertness in the actual making of sugar from the beet is a small part of the knowledge required to engage successfully in the business. The location of a factory, the securing of the raw material, the negotiation with the farmers—these and other details not to be foreseen by any inexperienced person, however intelligent or capable—can only be learned by the experience of actual operation. The knowledge of what to avoid is as important as that of what to provide, and thus early in the industry has been presented the spectacle of two factories, under different ownerships, drawing from similar localities and erected under similar conditions, showing balances on different sides of their income account for the same year.

"The following statement of the results of the campaign of 1898 is submitted:

	Tons	Work expense per ton	Profit per ton	Maintenance per ton	Profit (net)
Gr. Island	18,546	$2 05	$2 89	$1 68	$1 31	$24,295 26
Norfolk	31,066	2 53	4 50	1 20	3 30	102,518 00
Chino	47,302	2 92	5 06	1 50	3 56	168,335 00

"This statement shows that Grand Island made a profit per ton of beets of $2 89 on a tonnage of 18,546 tons. Norfolk made a profit of $4 50 per ton on a tonnage of 31,066 tons, and Chino a profit of $5 06 per ton on a tonnage of 47,302 tons. The above figures are exclusive of the cost of maintaining the factories through the closed season, and include, in the case of Chino, the freight at $1 per ton on about 20,000 tons of beets brought from Montalvo, on account of the non-completion of the new factory near that point. Therefore, the following is submitted as representing the possibilities for 1899, on the assumption that the plant at Oxnard (Hueneme) should be doubled. In other words, this is an estimate of a normal year's operation of our four factories when fully developed and with conditions as favorable as during the year 1898:

Oxnard	200,000 tons at $4 50	$900,000
Chino	90,000 tons at 4 50	405,000
Norfolk	35,000 tons at 4 25	149,000
Grand Island	25,000 tons at 2 75	69,000
Total		$1,523,000
From this we deduct for general expenses, taxes and maintenance:		
Brought over		$1,523,000
Oxnard	$125,000	
Chino	75,000	
Norfolk	40,000	
Grand Island	35,000	
		275,000
Surplus		$1,248,000

As to the above figures, it is confidently expected that 100,000 tops will be produced at Chino instead of the 90,000 called for above, and we see no reason why we should not net $5 06 per ton for 1899, instead of $4 50, as estimated above, particularly as we shall not have to spend over $20,000 for freight on distant beets. At Norfolk we are promised 5000 acroes of beets, which ought to produce between 40,000 and 45,000 tons, at least, instead of the 35,000 estimated. Nor does there seem any good reason why Norfolk should not earn at least as much per ton as she did in 1898, namely, $4 50, instead of $4 25, as estimated above. We are led to believe that Grand Island will have 5000 acres of beets offered to her, so that it would not seem unreasonable to suppose that we would have 35,000 tons or more, rather than the 25,000 estimated, nor that the profit would not be as large as that of 1898 namely, $2 89, instead of $2 75, as estimated. As to the Oxnard earnings, it must be borne in mind that the factory when doubled will have a capacity for fully 2000 tons per day (probably more if pressed), while Chino is supposed to be a 750-ton factory, so that the estimate of 200,000 tons is conservative, based upon Chino possibilities. As to obtaining the acreage, there is no manner of question or room for doubt, and it is certainly conservative to estimate the profit at Oxnard at the same figure as the profit at Chino, considering the large saving in expense which the size of the factory justifies us in counting upon, and which the superior richness of the beets makes more than probable.

"Now as to the maintenance expenses. The maintenance allowed for Chino in 1898 is $70,000, for Norfolk $37,000, and for Grand Island about $29,000. You can, I think, form your own judgment as to whether or not the figures I have given are conservative under these circumstances. I would not, of course, pretend that, even with the present prices of sugar, every year would furnish conditions that would produce the figures conservatively given above. I give them, however, as a conservative calculation, based upon known facts, and propose them as the basis of a capitalization of the enterprises that would seem attractive to investors.

"Consider the above in the light of the issue of a first mortgage of $4,000,000 bonds at 5 per cent, a preferred stock of $4,000,000 at 6 per cent, and a common stock of $5,000,000.

Interest on the first mortgage	$200,000
Sinking fund to purchase bonds at 105	105,000
Preferred stock, $4,000,000 at 6 per cent	240,000
Total	$545,000

Deducting this from $1,248,000 estimated net earnings leaves $713,000. It must not be forgotten that the company owns real estate in California conservatively valued at between $500,000 and $750,000, from which the company should derive annually an income of $40,000 or $50,000, in addition to the foregoing estimate of $1,248,000.

"It is difficult to confine so large a subject within reasonable limits. Much that is interesting and significant has necessarily been omitted, but the closest investigation is invited, with the utmost confidence that the further it is extended the more clearly will the soundness of the enterprise be established."

WOMEN AS TELEGRAPHISTS

They Have Only Ordinary Capacity, but They Are Docile.

London Economic Journal.

Women possess the ability to perform the routine duties of telegraphy when carried on at low, even pressure as efficiently as men. A broader worldly education gives them the judgment and ability necessary to perform duties of a higher character. In addition, they are attractive to employers because they can be obtained considerably cheaper than men. They possess, too, the sovereign advantage of docility. There are not lacking signs, however, that this docility will decrease as women become more conscious of their economic value and responsibilities. As a set-off to their attractive qualities they suffer from certain disabilities and disadvantages which detract from their value, and tend to neutralize the economy in money wages. They would appear to have a lower individual output than men, and, as a consequence, it is necessary to employ a larger staff of women than of men for the same work. They suffer much more from sickness than men, which reduces their trustworthiness and value. This sickness is largely due to causes that are natural and inherent, and, therefore, ineradicable. Their average service is considerably shorter than men's, and they are thus lost at the period of their higher efficiency. They possess less powers of endurance and are therefore of much less value in sudden emergencies, such as frequently arise in telegraphic work. A social prejudice prevents the performance of night duty by women, although there seems reason to believe that this can, and will, be overcome.

Administrations differ in the value they set upon these various qualities, and the resulting decisions are consequently different. The majority of administrations speak strongly in favor of female employment, but do not give the details of the reasoning which brings them to this conclusion. Weighing up the evidence which is to hand, the writer is forced to the conclusion that the factor which turns the scale in favor of women is their docility. Doubtless the authorities are influenced to a considerable extent by the necessity of justifying themselves in adopting female labor. But after allowing for this influence, there does not seem sufficient reason for the very general declaration in favor of women unless we allow a tremendous value to their docility. This characteristic of women is exceedingly attractive to busy administrative officers. With a male staff torn and agitated by the labor upheavals going on around them, there is doubtless much unrest and troublesome worry. Women are not so much affected by these disturbances. If this does not weigh as heavily as suggested, it is hard to understand the present position of heads of departments.

Uncle Sam to Mr. Carnegie.

I know it's said
In some book I've read
Say, Brother Carnegie,
You're all right,
And a heap sight
Better than some I know
Who blow
Their boodle
In Yankee Doodle
Land;
And here's my hand;
But say,
Ain't there a better way
To reach the spot
With the cash you've got
Than by the Library Route?
That "reading maketh a full man,"
But how much reading
Do you suppose
It would take
To make
A man complete?
And how can he read
If he hasn't a decent home
To read in?
Isn't home his place?
And shouldn't his face
Be turned that way
At the close of the day?
Or is it a Carnegie Library?
Is it there,
Where
Wife and children
And love and light
Cluster about him
As the night
Shuts out the cares of the world
And lays
The hands of peace
On the troublous days?
Say, is it, Brother Carnegie?
How many do not have homes
That are worthy the name?
And what is a nation without homes?
Is it the heart or the head
That prompts men
To die for their country?
Home is where the heart is;
That's what;
And not
In a library.
Did you ever hear of men
Giving their lives
In defence of public libraries?
It isn't books, Brother Carnegie,
That will make men better;
It isn't fine libraries,
With extra taxes
To maintain them,
That is the crying need
Of the hour;
It is decent places for human beings
To live in;
Give them the right kind of homes
And the books will be there
Soon enough.
And we don't ask
That your money be spent
In charity on them;
They'll pay the rent
At a fair per cent.
They are not beggars,
But they are unable to
Do the great things you can do,
If you will,
In helping them till
They can help themselves,
A nation of libraries!