MANILA TROOPS WILL BE FIRST

Following Their Discharge, the Volunteers in the West Indies Will Be Seut Home.

Washington, Dec. 24.-The war department has not yet made definite plans for the muster-out of 50,000 volcabinet meeting yesterday, but it is understood that work will be pretty well mapped out by the first of the year. The completion of the muster-out will adopts the plan of three months' furlough or immediate discharge, with two months' extra pay, as suggested by Congressman Hull. It has been practically decided to muster out all the volunteers in the Philippines as fast as they can be replaced with regulars, so as not to hamper the military administration of the island. Following the discharges of the regiments of the Philvolunteer troops in the West Indies will be mustered out.

Twentieth Goes on the Scandia San Francisco, Dec. 24.-Major-General Merriam has ordered that the work of preparing the transport Scandia

for another voyage to Manila be rushed to completion. By the first of next week he expects to telegraph the war department that he will be ready within 10 days to have the Twentieth United States infantry come here from Fort Leavenworth, Kan., to board the Scandia for the Philippines.

It is the belief at army headquarters here that the First California volunteers will be brought home on the return trip of the Scandia.

Two Regiments Go Via Suez. Chicago, Dec. 24.-Telegraphic instructions were received today from the The regiments will go via New York and the Suez canal.

Pacific Coast Becoming a Universal Ob Jective Point.

that the Chicago, Burlington & Quincy and the Chicago, Rock Island & Pacific roads are figuring on extending their lines to the Pacific coast. The absorption of the Hawaiian and Philippine Islands by this country, it is expected by the owners of these roads, will open will have its own line into San Fran- where else in the world. cisco in the spring has awakened the

"I would not be surprised to wake continental situation further compli-Idaho all summer-one line through Nez Perces pass and another through Lolo pass. I understand also that two | the feature of the 19th. or three independent lines that are now being built in Western Idaho and Northeastern Oregon are intended eventually to form part of the proposed | power of the tuture," Western extension of the Burlington.

"Another point of interest in his connection is the fact that the Burlington is a large holder of valuable terminal and dock property at Gray's harbor, which would be of great value to the company were it to enter the Oriental trade. Such an extension would form a short route from Tacoma to New Or-

Denver, Colo., is now the Western ings, Mont., is the end of the Burlington's tracks. It has been reported that the former company would soon pur-chase the Colorado Midland, which would place its terminus 400 miles further west. Billings, Mont., the end of the Burlington, is 1,020 miles from Tacoma, or a little further than Ogden is from San Francisco. While President Purdy, of the Rock Island, denies the report that his company is figuring on absorbing the Midland, nothing definite can be learned regarding the Burlington's intentions.

Trainrobbers Failed. Grenada, Miss., Dec. 22.-An Illinois Central express train, southbound, was held up one-half mile south of Pope's station, by two men, at 10:30 tonight. They suddenly appeared on the engine and compelled the engineer to stop, after which they attempted to break in the express car door. They fired several shots, but failed to gain admission. The robbers then fled.

No one was hurt. Two New Discoveries Reported. Victoria, B. C., Dec. 24. - Fred Smith, of Victoria, just out from Atlin, respondent of the Times, in the course brings news of the discovery of two more rich gold-bearing creeks. The says: President McKinley will have an new finds have been christened Moose and Goose creeks. He had both hands the Cubans are prepared to accept unrefrozen and nearly lost his life on the

A. J. Demules, better known as the "Turquoise King of Jarillas," ws murdered at his celebrated turquoise mine, 50 miles north of El Paso, New Mexico.

way out.

The Melrose department building, the largest structure of its kind on the south side of Chicago, was almost com-pletely destroyed by fire, entailing a loss that will exceed \$100,000. Scores of occupants of the building were saved from injury by the heroism of Paul L. Fischer, the elevator boy, employed in the structure. Through choking clouds of smoke and almost unenduring heat, the boy made 10 trips with his car and OPEN DOOR TO ASIA.

John W. Bookwalter Says It Is Through

London, Dec. 24.-John W. Bookwalter, of Ohio, who has just returned from a three months' journey through \$2.65; superfine, \$2.15 per barrel. Russia, told the correspondent of the Associated Press, in an interview today, that he enjoyed unusual facilities for observing what is going on in that country. He traveled 17,000 miles to way, to the end of the line, reaching per ton. the frontier of Afghanistan, and to the end of the one penetrating China through Manchuria. All these are now practically completed.

Mr. Bookwalter was allowed to go everywhere, to see everything and to take hundreds of photographs, thanks unteers, which was decided on at the to special permits issued to him by the minister of the interior on the application of the United States ambassador at St. Petersburg. During his journey he conversed with the governors of depend on whether the department provinces and with military and civil officials of all ranks.

"Everywhere I found," Mr. Bookwalter said, "the kindest and most friendly feeling toward America and Americans, and heard many expressions of satisfaction over America's success in our war with Spain. To this there was not a single exception.

"America's best open door to Central Asia and China is through Russia. ippine stations, it is understood the Already all the locomotives and rolling stock on the railways are of American manufacture. Central Asia will, in ti e near future, be the greatest market in the world for manufactures of all kinds, and our obtaining the virtual monopoly of this market only depends on our retaining the friendship Russia now has for us.

"America has very little to gain by an open door in China. That country is an industrial one, and whatever we may now be able to sell to them, the Chinese will soon be able to make for themselves. One day, and that day is near at hand, whatever China buys from the rest of the world will reach her through Russia and Central Asia. Russia in the last three years has done more to open the doors of China than England and all the rest of the world has done in 50 years.

"I traveled over 1,200 miles of railsecretary of war, ordering the Fourth | way which she has built from the Casinfantry at Fort Sheridan, and the Sey- pian sea to Tashkend, in Turkestan, enteenth, at Columbus, to sail for the over a branch of this line which runs Philippines on or before January 15. to the northern frontier of India, over another branch which goes from Merv to the border of Afghanistan. Then there are also Russian lines all along MECCA FOR ALL RAILROADS. the Persian frontier, and projecting into that country, either completed or rapidly approaching completion. All the work on these lines has been done Chicago, Dec. 24.-The Chronicle by soldiers, who, in this way, are not There are strong indications in Russia, as elsewhere, non-producers.

"All this tremendous Asiatic railway system is owned and operated by the government. All the lines are admirably built, and splendidly equipped. Why, I saw a bridge across the Amudaria, in Central Asia, at a point where the river is three miles wide, that cost up an immense transcontinental rail 20,000,000 roubles, and is the greatest business, both east and west-bound. piece of engineering work ever accom-The recent deal by which the Santa Fe plished. There is nothing like it any-

"Wherever I went I saw cities and officers of the competing semi-trans- towns springing up, such as Askobad, continental roads. An officer of one of in Turkomania, for example, which althe Western roads who has just come ready has 25,000 inhabitants. New from the coast, and who takes a keen Bokhare, 12 miles from Old Bokhara, interest in railroad affairs out there, has 12,000 inhabitants. Where do the people come from to inhabit these towns? Why, from European Russia. up some morning and find the trans- The government is turning her surplus European population into Central Asia cated by the announcement that the just as the United States turned her Burlington was to be extended to the surplus population of her Atlantic Pacific ocean. The Burlington is a states into her great Western territories. good deal nearer the coast than most No human power can stay the onward people imagine, and I understand that march of the Slav through Russia. this road has been surveying through which will be the feature of the 20th century, just as the march of the Anglo-Saxon through America has been

> "The United States will be committing a woeful mistake if she fails to retain the friendship of this great world-

MASSACHUSETTS MISHAP.

Not Enough Water for a Battle-Ship of Her Size.

Washington, Dec. 24.-The naval authorities have learned, to their dismay, that it is not possible for one o our big battle-ships, like the Oregon or Massachusetts, to get out of New York harbor during extra low water, such as terminus of the Rock Island, and Bill- prevailed when the latter battle-ship struck on Diamond reef a short time ago. To aid the court of inquiry now in session at New York, trying to ascertain the responsibility for the grounding, the navy department called upon the coast survey for special measurements of the water in the harbor near Diamond reef, and upon the rock itself.

The report of the superintendent of the survey has just been received. It shows, in the opinion of naval officers, that it is not possible for a ship of the size of the Massachusetts and with her maneuvering qualities to get out of the harbor without touching the bottom when the tide is ebb and the wind strong.

Horses and Mules for Manila.

San Francisco, Dec. 24 .- The bark Tacoma, with 111 horses and mules, besides a lot of material, sailed for Honolulu and the Philippines today. She will stop at Honolulu and take on the animals she left there on her last trip, and leave some of her present cargo there instead.

Predicts Peace in Cuba. London, Dec. 24.-The Havana corof a letter published this morning. servedly any regime treating them justly, and insuring the tranquility of stretched. the island.

A blind bat avoids wires and obstructions as easily as if it could see per-

Mexican State Pays a Claim.

Washington, Dec. 24.-The state department has just received, through United States Ambassador Clayton, from the Mexican government a draft for \$5,000 to be paid to the heirs of Henry Hoppe, a native of New Orleans. Hoppe, while traveling in the mountains of Oaxaca, was brutally murdered by one of the Mexican rurals or native constables, who are retained places of safety. Then, exhausted from travelers. At the same time and feet with pipes of leather. Wateretight building and was taken care of by those whom he had rescued.

Englishman named McSweeney was seamless hose was first made in Bethnal killed in precisely the same fashion.

Green in 1720.

PACIFIC COAST TRADE.

Portland Market. Wheat-Walla Walla, 59c; Valley, 51c; Bluestem, 62c per bushel. Flour-Best grades, \$3.20; graham, Oats-Choice white, 40@41c; choice

gray, 39@40c per bushel.

10c per pound.

ing, \$24 per ton. Millstuffs-Bran, \$16 per ton; midthe terminus of the trans-Siberian rail. dlings, \$21; shorts, \$16; chop, \$15.50 Hay-Timothy, \$9@10; clover, \$7 @8; Oregon wild hay, \$6 per ton.

Barley-Feed barley, \$22@24; brew-

Butter-Fancy creamery, 55@60c; seconds, 50@53c; dairy, 45@50c store, Cheese-Oregon full cream, 11@130; Young America, 15c; new cheese,

Poultry-Chickens, mixed, \$2.50@3 per dozen; hens, \$3.50@4.00; springs, \$1.25@3; geese, \$6.00@7.00 for old, \$4.50@5 for young; ducks, \$4.00@ 5.00 per dozen; turkeys, live, 11@ 12c per pound.

Potatoes-60@70c per sack; sweets, 2c per pound.

Vegetables-Beets, 90c; turnips, 75c per sack; garlie, 7c per pound; cabbage, \$1@1.25 per 100 pounds; caulibox; peas, 3@31/2c per pound.

Onions—Oregon, 75c@\$1 per sack. Hops—15@18c; 1897 crop, 4@6c. Wool-Valley, 10@12c per pound; Eastern Oregon, 8@12c; mohair, 26c per pound.

Mutton-Gross, best sheep, wethers spring lambs, 71/2c per lb. Hogs-Gross, choice heavy, \$4.25; light and feeders, \$3.00@4.00; dressed,

Beef-Gross, top steers, 3.50@\$3.75; cows, \$2.50@3.00; dressed 5@6%c per pound. Veal-Large, 6@61/c; small, 7@8c

\$5.00@5.50 per 100 pounds.

er pound. Scattle Markets Onions, 85@90c per 100 pounds. Potatoes, \$10@12. Beets, per sack, 75c. Turnips, per sack, 50@60c. Carrots, per sack, \$1. Parsnips, per sack, \$1. Cauliflower, 50@75c per doz.

Celery, 35@40c. Cabbage, native and California \$1.00@1.50 per 100 pounds. Apples, 35@50c per box. Pears. 75c@\$1.50 per box.

Prunes, 50c per box. Butter-Creamery, 27c per pound; lairy and ranch, 18@20c per pound. Eggs, 35c.

Cheese-Native, 12@1216c. Poultry-Old hens, 12c per pound; spring chickens, 12c; turkeys, 16c. Fresh meats-Choice dressed beef steers, prime, 61/2 @7c; cows, prime, 61/c; mutton, 71/c; pork, 6@7c; veal,

Wheat-Feed wheat, \$22. Oats-Choice, per ton, \$24. Hay-Puget Sound mixed, \$9.50@ 10; choice Eastern Washington timothy, \$12.

per barrel, \$3.60; whole wheat flour, \$3.75; rye flour, \$4. Millstuffs-Bran, per ton, \$14;

Feed-Chopped feed, \$19@21 per

shorts, per ton, \$16.

ton; middlings, per ton, \$17; oil cake meal, per ton, \$35. San Francisco Market. Wool-Spring-Nevada, 10@12c per pound; Oregon, Eastern, 10@12c; Valley, 15@17c; Northern, 9@11c.

Millstuffs-Middlings, \$18@21.00; bran, \$15.50@16.50 per ton. Onions-Silverskin, 50@ 75c per sa.L. Butter — Fancy creamery, 30c; do seconds, 20@24c; fancy dairy, 23c;

do seconds, 17@21c per pound. Eggs - Store, 18@22c; fancy ranch, 35@37160. Citrus Fruit-Oranges, Valencia, \$2

@2.50; Mexican limes, \$6 @ 6.50; California lemons, \$2.00@.800; do choice, \$3.50@4.50; per box.

A Gravy Bath for a Poor. During the excitement of the recent South African elections, says the West. minster Gazette, two Dutchmen at a boarding house dinner table were culogizing the superior virtues of their race as opposed to the English. Presently Queen Victoria was mentioned, when one exclaimed, "Damn Victoria," one exclaimed, "Damn Victoria."
With that the Englishman who sat next to the offending Dutchman threw the whole contents of his plate on his head—meat, potatoes, cabbage and rail line.

be 4,760 miles. The ordinary railroad \$243,000,000 in 1894, we supplied only tons; in 1871, 760,000 tons; in 1872, 1,100, 910,000,000. We were good buyers, however, taking \$25,000,000 of her products. Our diplomatic agents report that with more alertness and enterprise we could volume of the world's commerce has steadgravy. Every other boarder threw at him the article nearest at hand-half a loaf of bread, a hot potato or a jug of 2,000 miles from east to west, that cheap water-until the poor victim cried for and speedy water transportation like this mercy, which was granted him after is almost also utely needed to bind and withdrawing his words and making a bold it more closely together. At present, suitable apology.

The Rage for Fur.

Fur is used on all sorts and conditions of gowns, and is applied in any The canal, when built, will promote the way that may suit the wearer. Row after row made as narrow as possible manufactures in foreign countries border is applied on the graded flounce of the log on the Pacific. These are less exposed new cloth gowns, a short nap fur being than those on the Atlantic to European new cloth gowns, a short nap fur being competition. This nation cannot be conthe easiest to apply and the best in sidered a first-class power when our peoeffect. Buttons of fur are extensively ple are only buyers from the rest of the used on a gown of this kind, while re-vers and collar, with cuffs to match. Exporting agricultural products undersells the English manufacturers in at the outset, and a business of at least trim the waist.

Carpet Laying Without Tacks. An Ohio inventor has patented a carpet fastening which does away with the use of tacks to hold the carpet in place, a metallic border being inserted under

They are such countries as Southern Russellic to picnics and garden parties are usualcount all the dam and embankment to picnics and garden parties are usualcount all the dam and embankment to picnics and garden parties are usualcount all the dam and embankment to picnics and garden parties are usualcount all the dam and embankment to picnics and garden parties are usualcount all the dam and embankment to picnics and garden parties are usualcount all the dam and embankment ally invited to assemble "after the thundred to picnics and garden parties are usualcount all the dam and embankment ally invited to assemble "after the thundred to picnics and garden parties are usualcount all the dam and embankment ally invited to assemble "after the thundred to picnics and garden parties are usualcount all the dam and embankment ally invited to assemble "after the thundred to picnics and garden parties are usualcount all the dam and embankment ally invited to assemble "after the thundred to picnics and garden parties are usualcount all the dam and embankment ally invited to assemble "after the thundred to picnics and garden parties are usualcount all the dam and embankment ally invited to assemble "after the thundred to picnics and garden parties are usualcount all the dam and embankment ally invited to assemble "after the thundred to picnics and garden parties are usualcount all the dam and embankment ally invited to assemble "after the thundred to picnics and garden parties are usualcount all the dam and embankment ally invited to assemble "after the thundred to picnics and garden parties are usualcount all the dam and embankment ally invited to assemble "after the thundred to picnics and garden parties are usualcount all the dam and embankment all the dam and embankmen the edge of the baseboard and having poor. We need to keep our wheat, feed meet the expenses of operation and a suit- annual average for expenses may be fair. clamps along its outer edge in which the carpet is fastened after being

The first day of January and the first day of October of any year fall on the same day of the week unless it be leap

A decapitated snail, if kept in a moist place, will in a few days grow a new head, and it will be just as serviceable as the original one was.

Every language contains such names as cuckoo, peewit, whipporwill and others in which the sound emitted by the animal is imitated as the name.

As late as 1682 squirts were used for extinguishing fire in England, and

NEED OF THE CANAL.

NICARAGUA DITCH WOULD SAVE TIME AND MONEY.

As a Business Venture Alone the Proposed Artery, It Is Claimed, Would Be a Big Bonanza in the Way of Tolls and Lock Charges.

That the proposed Nicaraguan canal is vital to the interests of the United States was emphatically demonstrated during the recent war with Spain when our battleship Oregon was compelled to make her long voyage down around the Horn to reach the scene of naval operations. The apprehension of the American people during the long detour was painfully and just-ly excited, while the Government was deprived of several weeks' service of its finest man-of-war during the time it required to sail down the west coast of South America and up on the eastern side. Then, again, the commercial benefits to be derived by the completion of the proposed short-cut waterway are inestimable. most comprehensive article on the subject of the Nicaraguan canal has been written by Henry I. Sheldon, a Chicagoan, Th is said by experts to be the most comple flower, 75c per dozen; parsnips, 75c en. Mr. Sheldon visited Nicaragua three

study of the canal question yet undertakper sack; beans, 3c per pound; celery, years ago and traversed the entire route 70@75c per dozen; cucumbers, 50c per of the projected waterway, examined the work done, and secured reliable data as to cost and methods of construction. Mr. Sheldon went not as the agent of any comas an individual having no interest, pecuniary or friendly, with the present company constructing the canal, and was Mutton—Gross, best sheep, wethers careful to incur no obligations which and ewes, 4c; dressed mutton. 71/2c; would prevent his taking an unbiased

"It may be well to say at the outset." writes Mr. Sheldon, "that I reached the conclusion that the canal in Nicaragua is practicable, and can be constructed at a cost on which fair returns can be earned It also seems clear that, for many reasons, it is not a suitable work for private capital to undertake, and that it will be bet ter that our Government should assist the undertaking. There are strong equities on the side of national aid, inasmuch as the chief benefits will never be the tolls collected from passing vessels. The canal may so develop our trade with Eastern Asia that a single year of that trade will exceed in volume the total cost of construction. Its opening will double

will be more than doubled. For many sell, years I have occasionally visited the Pacontinues small because the markets are but those countries are entering on a case of inadequate. Twenty-five years' trial has demonstrated that if railroads are to not the American people have a share in Nicaragua." be the sole means of communication the development of the Pacific States will be tell the story of their awakening. The very slow. The only promise of relief is in securing for these States some shorter in 1885...... \$28,000,000 encouraging. "As the conditions are so othy, \$12.

Corn—Whole, \$23.50; cracked, \$24; feed meal, \$23.50.

Barley—Rolled or ground, per ton, \$24@25; whole, \$22.

Flour—Patent, per barrel, \$3.50; straights, \$3.25; California brends, \$3.25; buckwheat flour, \$3.75; graham, are harrel \$2.50; where \$3.25; buckwheat flour, \$3.75; graham, are harrel \$2.50; where \$3.25; buckwheat flour, \$3.75; graham, are harrel \$2.50; where \$3.50; where \$3

BRITO CANAL

Salinas B.

Sta. Helena B. So

S. Juan del Surlo

OCEAN

Needed in the Time of War.

"Our country is so widely extended,

In time of war, such parts of our growing

pavy as might be on either the Atlantic or the Pacific side would be for a consid-

erable time of no use on the other ocean.

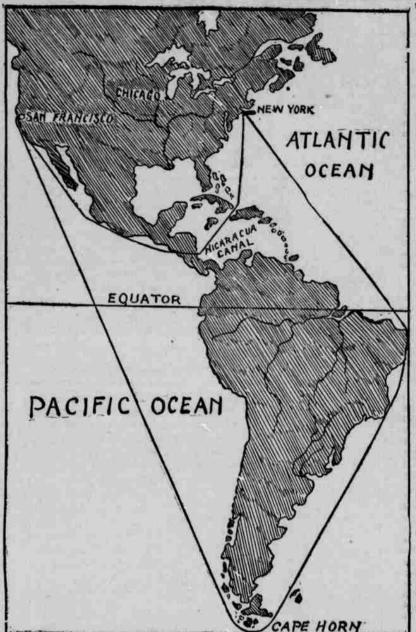
development of better markets for our

and the Germans do not engage in such

exportation, finding other activities to be

more profitable. A glance at the principal

food-exporting countries shows the truth.



MAP SHOWING PRESENT ROUTE AROUND THE HORN AND THE SHORT-CUT MADE BY THE PROPOSED CANAL.

dining room. The cups and plates are as an aid in building up our carrying English, the cutlery from Germany and trade, could be made by the same author-the waiters wear a suit of German ity. If any European complications as clothes. There probably will not be an to the use of the canal arose, our Governarticle imported from the United States ment would not be hampered by the existvalue almost every acre of agricultural in the house except a sewing machine. The ence of a canal company, nor by being land in California, Oregon and Washing-demand is there, but we have carelessly, obliged to obtain the current action of

"In building up a foreign trade our nat

NICARAGUA

Paiso O

MAP SHOWING ROUTE OF THE PROPOSED NICARAGUAN CANAL.

ton, and the population of those States almost good-naturedly, made no effort to Nicaragua and Costa Rica, but would be

in a position to decide for itself what course to take. The possible claims of cific coast, for either business or pleasure, and always the most striking aspect of tries where we shall meet least competider the Clayton-Bulwer treaty should be its condition has been the absence of sat- tion. In order to be profitable, trade re- ignored. Those claims could never be alisfactory markets for its products. Not a quires to move along the lines of least lowed, and we probably would hear little bushel of its large wheat crop comes to resistance. Our geographical situation is of them after we had constructed the the Atlantic coast by rail, as wheat can- such that we are the natural producers canal with our own money and were in not bear the cost of so long carriage, for all countries bordering on the Pacific full possession. The Suez canal has been Neither can its lumber or ores come by ocean. The relative distance of European neutralized by an agreement between the rail. In many places, after the farmer or manufacturers, as compared with our great powers, but that waterway is closethe fruit grower has paid the charges of own, gives us a great advantage. The ly connected with the Kastern question, transportation companies, there is little idea of trying to sell much of our products the balance of power, and other large subor nothing left for him. The population to China and Japan is new to our people; jects involving the nations of Europe. rate this would give an annual revenue of

Estimates of Probable Revenue. Mr. Sheldon's estimates of the probable revenue to be derived from the canal are

ATLANTIC

OCEAN

-BLUEFIELDS. (7.0)

GREYTOWN

Migueleta

SAN CARLOS

Favors Government Ownership. operation, a gross income of \$9,000,000 Mr. Sheldon takes strong ground in fa-would be obtained. Administration, main

vor of absolute ownership and control of tenance and operation for 1895 cost the the Nicaragua canal by the United States Suez canal about \$1,800,000. Taking into

the Pacific to Greytown on the Atlantic. The first half mile from Brito is at sea level. Then in two miles the canal rises 110 feet, through three locks to the sum-....: level, 151 miles long, then in 4½ miles it descends, through three locks, to sea level again, and then continues at sea level 914 miles to Greytown. The estimated time required for an ordinary steamer to cross from one ocean to the other is twenty-eight hours. Electric lighting is to make passage by night quite feasible. The allowance for passing through locks is forty-five minutes for each lock. Only twenty-six miles of the 168 miles of canal is to be through excavations. Some twenty-one miles is through basins, and 121 miles through the lake and the river. Provision should be made from the first for increasing the accommodation when it shall become necessary. Widening can be carried on at the same time that vessels are passing. So can deepening. To increase the size of the locks, however, will cause all traffic to be suspended. The locks in the present plans appear to be too small for permanent use. They are each to be 650 feet long, 70 feet wide, and 28 feet deep."

History of the Canal Scheme. In December, 1881, Senator Miller of California introduced a bill in Congress to incorporate "The Marine Canal Company of Nicaragua," with the purpose of constructing the canal. Gen. U. S. Grant. Howard Potter, E. D. Morgan, H. J. Jewett and other prominent capitalists were concerned in the proposed enterprise. The bill met with bitter opposition in Congress, and was utterly defeated by the failure of the Marine Bank of New York, in which the Grants were ruined financially. The Nicaragua Canal Company was incorporated in 1887, with former Senator Warner Miller as president, and for a time made good progress. Its success in-duced opposition, and in 1889 the Mari-time Canal Company of Nicaragua, which received the sanction of President Cleveland, was incorporated. Hiram Hitchcock was the first president, but he was subsequently succeeded by Thomas B.

Atkins. The work of digging the canal was begun and continued until financial misfortune overtook the enterprise, the construction company failing in the terri-ble panic of 1893. The contract for the construction was then awarded to Warner Miller Nicaragua Company, which still holds its concession. Many attempts have since been made to secure the aid of the Government, but the bills have failed to pass both houses. Congress, however, authorized the appointment of a technical commission of civil engineers to re-examine the canal line, and it is the report of this commission which will be presented to Congress in December.

The principal authorities on transporta-tion statistics have made estimates that the Nicaragua route should divert from ery, coal, etc., from the overland traffic. Suppose 2,500,000 tons were diverted to steamship lines from the Atlantic and gulf ports, going by the canal route. With the usual ocean tonnage from New York to the Pacific, and other vessels which would go through the canal, a conservative calculation places the annual freight at 7,000,000 tons. At the lowest Suez canal \$12,810,000. The route in favor runs from Greytown on the Atlantic coast, via the San Juan river and Lake Nicaragua to Brito, on the Pacific. The total distance is 174 miles, divided as follows:

veyed first by Col. O. M. Childs in 1852 able an ordinary steamer to go from San ever, for in that year we bought of her Francisco to New York in fourteen days. goods amounting to \$143,000,000. Of operation twenty-five years. The exact distance, by such canal, will China's purchases from other nations of year, 1870, its business was only 436,000 munication with California by steamer munication with California by steamer munication with California by steamer from Greytown by way of the San Juan river to Virgin bay on the west shore of Lake Nicaragua, and thence by stage to San Juan del Sur, about eight miles southeast of Brito. The route selected by Col. Childs, who was an eminent engineer. has not been improved upon very greatly by subsequent surveys. The last survey, made by Mr. Menocal for the Government, lays the line along the Lajas and Rio Grande rivers on the west. Between the headwaters of these rivers and the divide is lower and the route more practical than anywhere else. From there the route leads across the lake, thence by way of the San Juan river and canal cut to Greytown.

> Tolstoi's Colonies. Tolstol colonies are increasing in

Russia. The Tolstolans, of course, live together, having constructed their own houses and their own furniture: there is nothing new in this, the tale has been told before. What is remarkable is the arrangement of the mutual diningtable in the Tolstol table d'hote. The bowl of the community-a bowl of soup-is shared among six persons, each dipping into the same dish, but having the right of personal property in the matter of a wooden spoon and salt. Bread also is private to the individual. Thus the six consumers get a fair start and then they are all off have furnished to Japan, and at a reasonable profit, 60 per cent of all her foreign and more adjusted itself to the Suez route, purchases in 1894. One reason why the together. But one would have thought this a fatal arrangement. Age, teeth and digestion are sadly unequal. What people of our gulf States are so unani- has become much larger. Some allowance is there to prevent the venerable grandmous for a canal in Nicaragua, is that it should be made for the advantages posmother from being left hopelessly bewill open an additional market for their sessed by the Suez canal as a now wellcotton. The United States is the chief established route. Taking its business hind by Ivan the Terrible, her youthful grandson, who treats the whole producer of the world's cotton, and prices eight years ago may be a fair offset for for this product have been deplorably low this item. The amount for 1888 exceeded of late years, entailing great privations in 6,000,000 tons. The earlier Suez tolls were many Southern homes. It is the old story. \$2.77 per ton, which have been gradualcourse as a point-to-point race, and so shows forth the eternal inequality of things? It is added that there is a We have been producing more cotten than ly reduced the past twenty years, and beautiful simplicity and decency in we could find markets for. The new buy-er of cotton is Japan. That country is charges in any direction. A moderate going strongly into the manufacture of tariff will be in every way desirable. A these repasts, and that there are three napkins to each symposium. Thus we have six consumers to one bowl and cotton goods, such as are used by the peo- favorable, but approximate, estimate of ple of the warm countries, and now not the possible revenues in Micaragua would only exports these goods to China, but be as follows: With tolls at \$1.50 per ton three napkins to six consumers. But some will do well to avoid the table d'hote a la Tolstol.

Thunderstorms in Jamaica. At Port Royal, Jamaica, for six months in the year thunderstorms are of almost daily occurrence, and guests

He-When we are married I will lie at your feet-

She (interrupting)-Yes, and to my face. I suppose.

The French may be fickle in everything else, but they are always faithful in their love-of change.

Cemens Shipment. The British ship Port Elgin has arrived at Seattle from Belgium with since September 21 with a cargo chiefly 3,000 tons of cement, most of which is of cement for Vancouver and Tacoma. for the government fortifications at Point Wilson. She is discharging at the West Seattle elevator, and will later load wheat for Balfour, Guthrie are turning their attention to the & Co., destined for the United King- Northwest, realizing it is a splendid The Bluirgowrie is chartered to bring cement from Antwerp. The years San Francisco dealers have had City of Florence will be due in a resident agents in the centers of our

Grande is quite a small stream. One can issued.

the Drumburton is out from London

our operatives with it, and send abroad able interest on the capital invested in the leaving a net income of \$6,000,000. An

the products they manufacture. The undertaking and also, if considered advis-undertaking of this character is to be change cannot come suddenly, but we able, for an annual payment into a sink- gone into only as a long-term investment,

should plan and work for it. Some neging fund, to meet, at maturity, any Govand the earnings for the first few years lected markets are near us. The Rio ernment bonds which might have been after it is completed are not to be consid-

Hop Lands in Demand.

It seems that California hopdealers field for the hop industry. For many

Francisco, have leased the hop ranches of Messrs. Hamersley, Sich & Lane; McDonald and Captain Moore, near Agassiz, comprising in all some 300 acres. Preparations for the coming season are now being made. M. J. Herman, another hop merchant of San Francisco, is looking over the field with a view, it is stated, of commencing

ered as sufficient for a final judgment. The

Gaining Alaska Trade. month with general cargo from Liver-principal hop districts, and this year pool for Victoria and Vancouver; the acreage has been acquired also in Brit-Alaska, is being filled by Vancouver, kon railway, is getting its supplies from Drumlanrig is en route to Vancouver ish Columbia. Messrs. Horst Brothers, B C., merchants, Special induce. Victoria merchants.

business in the province.

ride a horse across it from Texas into
Mexico and entering the first hotel, one fands an English cloth on the table in the

"As commerce increased, the tolls could greatest earnings will come later on.

"The canal route, as at present on.

"The canal route, as at present on favor of American salps, found desirable ed, is to be 174 miles long from Brito on with general cargo from Liverpool, and the well-known hop merchants of San ments are being made to the northern merchants and the Vancouver papers claim this to be the first large order they have secured in direct competition with the principal outfitting houses of Portland, Seattle and Tacoma. The goods will be sent north in a Canadian bottom. Victoria is also securing some of this trade, the Yukon Trading Company having placed an order there, one item of which was for 4,000 pairs of overalls. The Pacific Contract Com-