

# SOLDIERS' STORIES.

## ENTERTAINING REMINISCENCES OF THE WAR.

Graphic Account of Stirring Scenes Witnessed on the Battlefield and in Camp—Veterans of the Rebellion Relate Experiences of Thrilling Nature.

"I have lately been reminded," said E. F. Bauman, of the Thirtieth Iowa Infantry, "of my experience at the siege of Atlanta. A few days before we went to Jonesboro we were on the firing line day and night, and we seized every opportunity to advance our picket line. One day when we, on the left, were within 200 yards of the main rebel lines, the right was ordered to swing forward to our line. At the same time we on the left were to make a demonstration and hold all we gained.

"We were lying close in our little grotto holes, or scorpions, and when the bugle sounded the charge our boys made a rush. We had selected our destination in advance and I had fixed on a tree fifty yards in my front. I made the tree, which had been shot off fifteen feet above the ground, and was almost paralyzed to find a Johnny holding the other side. He thought he had me prisoner and commanded me to surrender. At the same time he poked his gun around the tree trying to cover me. I made the same demand on him, but my gun around the tree to his side, and, regardless of the fierce fighting going on about us, we edged around that tree, each keeping opposite to the other and each hoping to get the drop on the other fellow.

"This was more exciting than it seems now, and I never gave my whole attention to any matter I happened to have in hand as I did to shooting that Johnny. But finally my shot slipped, and he seized the opportunity and banged away, with the muzzle of his gun not six inches from my nose. He missed me, and I felt my chance had come. As I stepped out to make sure of him he made one jump, turned a somersault, lit on his feet and made the gulchiest run I ever saw. He got to his lines all right. I did the same a little later with quite as much agility as the reb."

"That reminds me," said John Overholt, of the Eighty-fifth Pennsylvania Infantry, "that things of that kind occurred in the Eastern armies. When Gen. Benjamin F. Butler made his Bermuda Hundred campaign in May and June, 1864, our regiment had a full week of fighting. I had been on the firing line for six days and nights when we arrived at Wier Bottom Church, on the south side of the James river, above Dutch Gap. Loss of sleep and constant shooting in skirmishing had worn me down. The day was hot and I got under the cover of a log. "Skirmishing was in progress, but I dropped off to sleep, and it was about 2 or 3 o'clock in the afternoon when I was awakened by pieces of bark from the log striking me with stinging force in the face. The rebels in front had shifted so as to almost enfilade and expose my position. The boys on either side of me had been driven back, and as I was lying flat and motionless they received the impression that I had been killed, and left me without remark.

"As soon as I was fairly awake I realized that I was in a very dangerous position, and began to calculate the chances of getting back. A single ball struck the earth at my side, showing that the rebels had my range. I made a zigzag rush toward the regiment, very much to the surprise of the boys who thought I was dead. After rubbing my eyes and stretching myself I joined in defense of the line. But every few minutes the boys would ask me how I felt bottled up behind that log."

"There is a man in Chicago," said the Major, "who had a more exciting adventure than that. He went in bathing, not suspecting the presence of the enemy. Through an unexpected and sudden change in the lines the rebels came upon him at close range and made him walk out on their side of the river. He was made prisoner stark naked and was double-quickened toward the rear. Fighting was in progress all along the line and his guards were in as much danger as himself.

"Finally he persuaded his guards to permit him to remove the clothes from one of the rebel dead and put them on. Then he was hurried toward the left just as the Unionists made a charge. In the confusion he slipped away from the guards, fell in with a rebel regiment making a counter charge, dropped out as they neared the waiting Union lines, hid under a log, and when opportunity offered sneaked back to his own regiment and in time donned his own clothes and fought through the battle in proper raiment."—Chicago Inter Ocean.

### New Story of Lincoln.

"Speaking of General Coates," said the Major, "reminds me of an incident that occurred early in the war. Soon after Colonel Ellsworth's death a memorial meeting was held in Chicago, at which resolutions were adopted. The meeting, by unanimous vote, ordered these resolutions to be handsomely engrossed, framed, and sent in charge of a special committee to President Lincoln. James A. Sexton was one of the committee, but when he arrived in Washington the President's time was so taken with Senators, Congressmen, and army officers that Sexton found no opportunity to present the resolutions.

"One evening he met Coates at the hotel, and told him his troubles. Coates had just returned from the Ellsworth funeral, and said to Sexton that he was to report in person to the President the next morning by appointment, and suggested that Sexton go with him to the White House, and when he saw the President he would explain the circumstances and open the way for the presentation. The next morning Coates and Sexton went to the White House in the same carriage, taking the framed resolutions with them.

"Scores were waiting to see the President, but Coates was shown in, and Sexton waited in the carriage. After Coates had made his report to the President and answered many questions as to Colonel Ellsworth and the funeral

# SEA'S HEAVY DEATH TOLL.

## Over Fifty Lives Lost This Season on St. Lawrence Reefs.

Over fifty lives were lost and nearly a score of vessels were swept to destruction on treacherous reefs and sandbars of the Gulf and River St. Lawrence during the season of navigation now closed. Of sixty persons who perished in these waters within the last year nearly fifty met death during November, the most disastrous to shipping in the St. Lawrence in a dozen years. The financial losses aggregated \$250,000.

The majority of those who perished were lost from square-rigged vessels of foreign register. The most thrilling wreck during the month was that of the Russian full-rigged iron ship *Sovint*, of Helsingfors, which struck on a bar off Priests Point, P. E. I., during a furious northeast gale, while on a voyage from Dalnibou, N. B., for Melbourne, Australia, with a cargo of lumber. Several of the crew were killed by the falling spars. The big ship broke in two soon afterward and men of the *Sovint's* men perished.

Another disastrous wreck was that of the Norwegian bark *Arnevald*, which was driven ashore by the same storm at Richibouctou, Cap. John and crew of ten men, one of them a German student, after remaining on board two days, evidently feared that the great seas which were constantly lashing over the vessel would smash her to pieces, and during the height of the gale they launched a boat and attempted to reach land. The boat was capsized by a comb and the crew were drowned. The masts of the vessel went by the board and everything movable was swept into the sea. The crew would have been saved had they remained aboard ship, as the hull withstood the tremendous seas for ten days. When it was possible for a life-saving crew to reach the derelict the ship's cat was found alive in the forecastle. The *Arnevald* was bound from Sexton for Preston, England, with lumber.

Another Norwegian bark, supposed to be the *Magda*, bound from Riviere du Loup, Quebec, for Buenos Ayres, was lost with all on board. The vessel struck on Red Island reef and foundered. It is thought that the captain, his pilot and twelve men were lost. Half a dozen lives have been lost in the wrecks of schooners during the fall, but only four on board the dozen steamers stranded were drowned.

### MAY REPLACE FRISCO.

#### Thousands Have Flocked from Stricken City to Seattle.

Seattle is beginning to believe that it is her destiny to become the greatest city of the Pacific coast. After the destruction of San Francisco an invitation was extended to the stricken people to come and make their homes here until the destroyed city could be rebuilt. Transportation and temporary homes were furnished for those who desired to come. The result is entirely unexpected. Instead of making a temporary abiding place of Seattle, the California people have become enamored of that city and there are hundreds of them who will never return to San Francisco.

This has resulted in a great boom for Seattle. The population is growing with wonderful strides and the commercial development is unprecedented. Many of the great shipping interests of San Francisco have transferred their headquarters to Seattle and it is an actual fact that the railroads, many of them, are quite unable to handle the great volume of business that has come to them.

The railroads are realizing that Seattle has a great future and an evidence of their faith is the big extensions that are being made and the heavy purchases in the open market of the necessary rail for terminal facilities.

Seattle people have had their troubles with this unexpected boom. Hundreds of the wealthy people of San Francisco who came to Seattle after the earthquake and fire, immediately set about procuring homes for themselves and they have bought houses that were always used for renting purposes and have practically forced the natives to make extraordinary efforts to shift for themselves. Rent has almost doubled and it is next to impossible to secure a house at all.

### Homes for Millions.

Farming opportunities are still open to millions in the Southern States. For instance, Texas has 172,000,000 acres, only 14,000,000 acres are under cultivation. Of 20,000,000 acres of available farming land in the Indian Territory, only 2,000,000 are under cultivation. Arkansas has 34,500,000 acres of farming land, while only 5,000,000 acres are under cultivation.

Missouri, which was admitted to the Union nearly a century ago, still has 10,000,000 acres of land in the southwestern part of the State which is not in cultivation, and which can be purchased at a moderate price.

### H. Clay Pierce Indicted.

The grand jury of the District Court at Austin, Texas, returned an indictment against H. Clay Pierce of St. Louis and New York Oil Company, on the charge that he swore falsely when he made affidavit in 1909 that one of the Waters-Pierce stock was owned or controlled by the Standard Oil Company. An effort will be made to have him extradited from Missouri.

### Wilson's Body Disinterred.

The body of James Wilson, a signer of the Declaration of Independence and one of the framers of the federal constitution, after lying for 108 years in a cemetery at Edenton, N. C., has been placed opposite those of his wife in the graveyard of Old Christ church, Philadelphia. A wreath on the coffin was sent by President Roosevelt. Among the speakers in connection with the ceremony were Messrs. Andrew Carnegie, Dr. S. Weir Mitchell, Alton B. Parker and Attorney General Moody.

### Women in Clerical Banks.

Rev. Daniel Steel, referring to the statistics published in the Wesleyan Alumni Record, showing the gain in the membership of all professions excepting the ministry, proposes that the Methodist denomination shall have a ministry recruited by ordained women. He says the bishops may be authorized by general conference to do at home what they already do in the foreign missions, i. e., appoint women to the various fields of Christian labor. He would have the sphere of deaconesses enlarged, so as to include the care and pastoral care and the administration of the sacraments.

# BIG LINERS CRASH.

## SEA CLAIMS MANY VICTIMS OF COLLISION.

Kaiser Wilhelm der Grosse is Rammmed by the Orinoco After Leaving the Harbor of Cherbourg—Panic on Both Vessels.

In a terrific collision off Cherbourg, France, between two ocean liners late Wednesday night thirteen lives were lost and a number of passengers and members of the crews were injured. The crash, in which the North German Lloyd steamer Kaiser Wilhelm der Grosse was struck by the British royal mail steamer Orinoco, disabled the former vessel so that it had to abandon the voyage to New York.

The Kaiser Wilhelm der Grosse and the Orinoco both were outward bound from Southampton via Cherbourg, the one for New York and the other for West Indian ports. The shock was terrific, causing a panic among the passengers on board the vessels, especially among the emigrants. On the Orinoco three men and a woman were killed and six women and a man were injured, and five persons were thrown overboard and drowned. Of the two steamers the Kaiser Wilhelm der Grosse is said to have sustained the greater damage, and has a hole in one side. Four steerage passengers on the Kaiser were killed and twelve injured. The damage to the Orinoco was confined to her bows.

### Going Seventeen Knots an Hour.

When the collision occurred the Kaiser was steaming at the rate of seven knots an hour. The Orinoco was going for Cherbourg. The commander of the Orinoco asserts that he signaled "that he was going to starboard of the North German Lloyd vessel, but that the latter held her course across the Orinoco's bows and went to port of the Orinoco only when it was too late. The engines of the Orinoco, it is said, were reversed as soon as it appeared that an accident would occur, but she crashed into the starboard bow of the Kaiser Wilhelm der Grosse, making a breach twelve feet wide. The stem of the Orinoco above the water-line was carried away as the vessels cleared after the collision. The shock threw all the passengers on the Kaiser from their feet. The grinding of the Orinoco's bow into the steerage of the German vessel instantly killed four persons among them a girl 11 years old.

Panic on the Orinoco. The captain of the Orinoco ordered boats to be cleared away, but the panic on board was general. Some of the crew jumped into and lunched two of her boats and several frenzied women attempted to get into them as they were being lowered over the side. One boat was swamped when it struck the water.

A number of small boats from Cherbourg put out to the scene of the collision and rescued some of the sailors and passengers who were struggling in the waves, but five of the crew of the Orinoco are believed to have been drowned.

The Kaiser Wilhelm der Grosse had about 200 first-class passengers, 200 second-class and about 700 steerage. The Kaiser is a twin-screw schooner-rigged vessel. She is of approximately 15,000 tons, 626 feet long, 66 feet beam and 39 feet depth of hold. She was built at Stettin, Germany, in 1897, and is commanded by Captain Engelbart.

The Orinoco, A. C. Farmer master, is a screw steamer of 4,581 tons. She is 409 feet 7 inches long, 45 feet beam and 33 feet 4 inches depth of hold. She was built at Greenock, Scotland, in 1888.

### Prizes to Reduce Death Rate.

Mayor Broadbent of Huddersfield, England, who took office two years ago, offered to give parents living in a certain district of the city \$5 for every child born during his term of office and which lived to the age of one year. The result of the experiment has just been announced on the second anniversary of its inauguration. In the experimental area the death rate of infants had averaged 22 per cent. During the preceding ten years, during the past two years the conditions were unfortunate, owing to an epidemic of whooping cough and measles. Notwithstanding, 105 babies have received the prize offered by the Mayor. The average mortality was 44 per 1,000, or a decrease of over half.

### Seven Causes for Divorce.

The national divorce congress, which began its sessions at Philadelphia the other day with the object of initiating a uniform national divorce law, had a membership of 120 delegates from nearly every State. Seven causes of divorce to be incorporated in the law were agreed upon—adultery, bigamy, conviction and sentence for crime followed by a continuous imprisonment for at least two years, extreme cruelty such as to endanger life or health, habitual drunkenness for two years and willful desertion for the same length of time. On the question of age there was much discussion. Several men advocated the ages of 21 and 18, respectively, for men and women, but this was opposed by two women delegates, who thought the age of matrimony should be fixed at 18 and 16.

### From Far and Near.

Harry Williams of St. Paul, Minn., the song writer, and Miss Caroline Deming of Detroit were married in New York.

Judge Thayer Melvin, Circuit Court Judge in West Virginia almost continuously from 1869, was stricken with paralysis.

The effects of the San Francisco earthquake on the Courted Metropolitan Opera Company showed themselves at the annual meeting, when it was decided by the directors that no dividends for the last year would be paid.

### Newcomer Carlton, architect of the Buffalo exposition buildings, wedded Mrs. Josephine Winslow Smith of New York, widow of Clifford Smith, an Omaha millionaire.

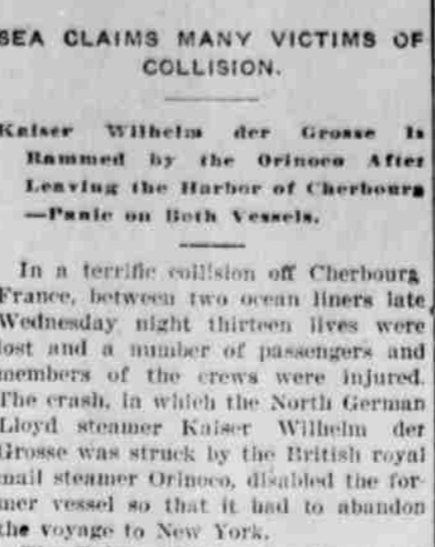
Women and girls to the number of 250 in a five-story brick building in the Williamsburg section of Brooklyn escaped by fire ladders when the building caught fire. The loss is estimated at \$50,000.

Four robbers and three street car conductors engaged in a desperate battle at midnight at Portland, Me. Two of the conductors were fatally slashed with razors. A mob of 500 captured two of the bandits.

### Tobacco Trust Loses \$450,000.

The American Tobacco Company has had to pay British retailers \$450,000 of the bonuses which it promised to distribute when it invaded the English market. The distribution of this sum will end the great tobacco war.

# THE WEEKLY HISTORIAN



1603—San Diego Bay, Cal., discovered and named by Sebastian Vizcaino.

1604—Trial of Sir Walter Raleigh for treason.

1635—Thomas Parr, known as "Old Parr," and said to be 152 years old, died near Shrewsbury, England.

1715—Battle of Sheriffmuir.

1723—Jack Sheppard, famous English highwayman, executed.

1703—French defeated Prussians at battle of Sarubruk.

1802—First melodrama produced at Covent Garden theater; called "The Tale of Mystery."

1806—Discovery of Pike's Peak, Colo.

1828—End of rebellion in Canada.

1846—Tampico, Mexico, surrendered to Commodore Conner of the American navy. American forces under Gen. Worth took possession of Saltillo, Mexico.

1861—U. S. frigate San Jacinto arrived at Fortress Monroe with Messrs. Mason and Sillidell, the Confederate commissioners to Europe.

1864—Gen. Sherman left Atlanta and began his march to the sea.

1865—Slavery abolished in the United States.

1869—Formal opening of the Suez canal.

1871—Block and a half of buildings in Chattanooga destroyed by incendiary fire.

1873—"Boss" Tweed convicted of defrauding the city treasury of New York.

1880—Expedition went to relief of Capt. Boycott near Ballinrobe, Ireland.

1887—London's "Bloody Sunday."

1889—Opening of Catholic university of America, at Washington, D. C. ... Brazilian monarchy overthrown and republic established.

1890—Capt. O'Shea divorced from his wife, who had deserted him for Parrell.

1893—Trainmen of Lehigh Valley railroad went on strike.

1894—Many lives lost by earthquake in southern Italy and Sicily.

1897—Great fire in Cripplegate quarter of London; \$10,000,000 property loss. ... President McKinley signed the treaty adopted by Universal Postal Congress.

1898—U. S. notified Spain that Cuba must be evacuated by Jan. 1. ... Court of Cassation ordered Dreyfus to prepare his defense.

1899—Puerto Cabello, Venezuela, surrendered to Gen. Castro.

1900—Paris exposition closed; 50,000,000 admissions. ... United States cruiser Yosemite wrecked at Guam by typhoon. ... Women granted permission to practice law in France.

1901—Liberals captured Colon, Colombia.

1902—Attempted assassination of King Leopold of Belgium. ... Ashes of Christopher Columbus deposited in mausoleum in Seville cathedral.

1903—House of Representatives passed the Cuban bill. ... Street railway strike in Chicago.

1904—Germany and the United States signed arbitration treaty.

1905—Czar remitted \$13,000,000 taxes due from peasants.

### Edison's Future City.

Considerable discussion has been aroused by a signed prophecy of Thomas A. Edison, detailing what our large cities will be like 100 years hence. He says they will be free from smoke and steam, and that the chimney will be a thing of the past, while the waste of coal and other fuel will be stopped through the use of electricity, generated direct from the fuel without the aid of engine, boiler or dynamo. In factories such machines will have their individual motor. Houses will be heated electrically, and most of the cities' noises will cease. Skyscrapers will be universal in the business section, and the streets will be bridged over at different heights to facilitate transit from one side to the other. He estimates that buildings will then average thirty stories in height, and the greater number will be constructed of concrete and steel. Such buildings, he says, will stand a thousand years or longer. His new battery will make electricity portable for street vehicles or airships.

### Greedy Aims His Grouch.

Press dispatches from Milan, Italy, tell of the publication of Maxim Gor'ky's "Impressions of the United States." The first part is devoted to the "City of the Yellow Demon," meaning, of course, the money god, and referring to the city of New York. Throughout the volume the Russian author vents his dislike of people and things American.

### A Town of Five Thousand Boys.

The trustees of the Winona (Ind.) assembly announced that they have authorized Judge William Brown of the Salt Lake juvenile court, to organize a town to be populated by 5,000 boys, policed by boys and governed by boys and for boys' pleasure and profit, as an attraction for next year's assembly. The boys will live in tents, and in connection with the scheme will be a school for officers of the Y. M. C. A., Sunday schools, public schools, juvenile judges and settlement workers.

### New Rebate Indictments.

Fourteen indictments have been returned by the grand jury at Minneapolis against the railroads for giving rebates and against several grain houses for receiving them. In most instances the railroads are accused of absorbing elevator charges.

### Tobacco Trust Loses \$450,000.

The American Tobacco Company has had to pay British retailers \$450,000 of the bonuses which it promised to distribute when it invaded the English market. The distribution of this sum will end the great tobacco war.

# THE WASTE OF APPLES.

## Good Fruit Lost to the Market Through Bad Shipping System.

Though one would not know it from market conditions, a Chicago correspondent says it is a fact that the apple crop of the United States this year is 12,625,000 barrels greater than last year—or 38,120,000 barrels, all told. Where two apples were available to delight the apple lover last year there are three now. Rather, there should be three, but so great has been the waste of apples which could not find markets that the consumer will not be able to benefit in anything like the proportion he should.

Early in the season, when the fall apples began to ripen, the woe of the man with the big orchard was pitiable. He would see his trees breaking down under the weight of fruit, and know that even if he hauled the apples miles to a market town he could not get better than 20 cents a bushel for them, with a possibility that the local dealers would refuse to take them at any price. The hogs were the main beneficiaries of the crop.

When the winter apples ripened the situation was no better. An observer at a small town in central Illinois, from which the apple product of about a third of a county was shipped, has reported that there was a waste of 40,000 barrels in that territory alone, or about a quarter of the crop.

Consumers in the cities have benefited despite the waste by being able to get the poorer grades of apples at very low prices, but strange to say, the better grades have sold at retail for almost as high prices as they have brought in recent years of short crops. The quality of the apples is a little better, and the price a little lower, but the improvement in both factors combined does not begin to equal what would be expected from the huge production.

The cause of the waste have been the high freight rates and a car service which is not adequate for an emergency. Without the cold storage warehouses and the development of fruit transportation lines, the situation would be worse than it is, and the country would have even less benefit from the bounty of nature. The problem of organization to enable the country to get the best use of its resources is an enormous one and will require such long and patient attention as to grow. It is one in which every citizen has an interest. To make two apples grow where one grew before is hardly more important than to make the two apples, when once they are grown, reach the mouths which want them.

### WATERWAY IMPROVEMENTS.

#### Congress to Be Asked to Appropriation \$50,000,000 a Year.

In a few years the United States will have the finest waterway system in the world if Congress should vote its approval of the movement which looks for an annual appropriation of \$50,000,000 for waterway improvement.

The United States has within its boundaries, exclusive of seaboard, more than 43,000 miles of waters which, with proper attention, should be navigable. On these she has spent up to date \$470,000,000. On the other hand, the tiny kingdom of Holland, with only 2,000 miles of navigable waterways, has already spent on them more than \$1,500,000,000. France, with 4,000 miles, has spent \$1,200,000,000, while Belgium, with less than 1,300 miles, has since 1875 spent in excess of \$80,000,000. These large expenditures abroad have made rates there very low, whereby shippers in general have benefited.

The average appropriation in this country for each of the last ten years for all the rivers and harbors has been about \$19,000,000. Germany, it is pointed out, has spent about four times this sum on the harbor of Hamburg alone. On the harbor at Liverpool, England, \$200,000,000 has been spent. In fact, many a harbor in foreign lands has been improved and made more useful to both producer and shipper at a cost exceeding the whole annual appropriation of the United States.

The average cost of shipping one ton of goods one mile by rail in the United States is 7.70 cents. On the other hand, the average ton mile cost in the Great Lakes is only .52 of a cent; on the lower Mississippi, one mill; on the Ohio river to Cincinnati, one-third of one mill, and on the Erie canal, as estimated for its 12-foot depth when completed, about half a mill.

St. Louis—Cattle, common to prime \$4.00 to \$7.40; hogs, prime heavy, \$4.00 to \$6.40; sheep, fair to choice, \$3.00 to \$5.30; wheat, No. 2, 72c to 74c; corn, No. 2, 43c to 44c; oats, standard, 32c to 35c; rye, No. 2, 47c to 48c; hay, timothy, \$10.00 to \$17.50; prairie, \$6.00 to \$14.00; butter, choice creamery, 22c to 28c; eggs, fresh, 27c to 32c; potatoes, 30c to 42c.

Indianapolis—Cattle, shipping, \$3.00 to \$6.50; hogs, choice heavy, \$4.00 to \$6.32; sheep, common to prime, \$2.60 to \$4.50; wheat, No. 2, 72c to 74c; corn, No. 2, white, 44c to 45c; oats, No. 2, white, 32c to 35c.

St. Louis—Cattle, \$4.50 to \$7.00; hogs, \$4.00 to \$6.35; sheep, \$3.50 to \$5.25; wheat, No. 2, 74c to 75c; corn, No. 2, 44c to 45c; oats, No. 2, 32c to 34c; rye, No. 2, 61c to 63c.

Cincinnati—Cattle, \$4.00 to \$5.40; hogs, \$4.00 to \$6.35; sheep, \$3.00 to \$4.50; wheat, No. 2, 75c to 76c; corn, No. 2, mixed, 47c to 48c; oats, No. 2, mixed, 35c to 36c; rye, No. 2, 70c to 72c.

Detroit—Cattle, \$4.00 to \$5.35; hogs, \$4.00 to \$6.50; sheep, \$2.50 to \$4.50; wheat, No. 2, 76c to 78c; corn, No. 3 yellow, 48c to 50c; oats, No. 3 white, 36c to 38c; rye, No. 2, 63c to 70c.

Milwaukee—Wheat, No. 2 northern, 77c to 81c; corn, No. 3, 45c to 46c; oats, standard, 33c to 35c; rye, No. 1, 68c to 69c; barley, standard, 54c to 55c; pork, mess, \$14.50.

Buffalo—Cattle, choice shipping steers, \$4.00 to \$6.00; hogs, fair to choice, \$4.00 to \$6.50; sheep, common to good mixed, \$4.00 to \$5.75; lamb, fair to choice, \$5.00 to \$7.40.

New York—Cattle, \$4.00 to \$5.30; hogs, \$4.00 to \$6.50; sheep, \$3.00 to \$4.50; wheat, No. 2, red, 79c to 82c; corn, No. 2, 53c to 54c; oats, natural white, 38c to 40c; butter, creamery, 29c to 27c; eggs, western, 27c to 30c.

Toledo—Wheat, No. 2, mixed, 74c to 76c; corn, No. 2, mixed, 47c to 48c; oats, No. 2, mixed, 34c to 36c; rye, No. 2, 64c to 66c; clover seed, prime, \$8.12.

### Told in a Few Lines.

At the recent election the vote of Indian territory was 101,000 and that of Oklahoma 94,000.

The United States Horseshoeing Company, capital \$2,000,000, was incorporated at Trenton, N. J.

The Hongkong legislative council has voted a further installment of funds to the Canton Railway Company.

T. F. Clements, white, pleaded guilty to a charge of assault and battery in connection with the Atlanta riots and was fined \$300.

At the meeting of the Methodist general missionary committee at Buffalo, N. Y., it was decided to meet at Seattle next year.

Gov. Harris issued a proclamation to the people of Ohio calling upon them for donations for the relief of the Gulf cities of Alabama.

A desperate fight took place in the center of Portland, Me., at midnight between four highwaymen and three street railway conductors.

The Great Northern railway announces it will hereafter charge government employees \$155 from Manila to Tacoma and full rail rates east.

# COMMERCIAL

## FINANCIAL

### Chicago

Unreasonable weather interrupted retail dealers and there was a smaller demand upon the jobbers for staple goods, but the buying of holiday specialties maintained an exceptional aggregate. No diminution appears in the volume of production in iron and steel and other prominent industries, and a steady flow of new demands added further to the pressure upon manufacturing capacity and unimpaired firm markets for raw materials.

More congestion is noted in railroad transportation and various business interests suffer severe drawbacks from lack of cars. Advances from interior points continue cheerful as to the excellent outlook for winter trade, stocks of merchandise undergoing timely reduction, and mercantile collections at western points make a good showing.

Distribution of commodities is well advanced beyond all previous magnitude, and the gain being due to unprecedented quantities of heavy materials or construction and power. Earnings of the Chicago railroads increase largely in gross over those of a year ago, and with the liberal additions now being made to equipment some relief soon may be apparent where congestion is most acute.

Failures reported in the Chicago district numbered 26, against 27 last week and 24 a year ago.—Dun's Review of Trade.

### New York

Though checked in some sections by irregular weather conditions, trade is active as a whole. Holiday demand is opening up earlier than usual, industry in nearly all lines is still pushed to the limit of production, and little relief from the prevailing car congestion is yet apparent, despite the fact that the movement of certain crops to market is smaller than usual at this season. Despite the approach of the close of the season of outdoor activities, there is still general complaint of the scarcity of labor, and railways, mills, and factories are conceding advances in wages to hold their help, without, however, entirely satisfying demands presented. A season of plentiful production, of immense industrial activity