POOR DOCUMENT

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DUN AND BRADSTREETS.

UNPARALLELED BUSINESS ACTIVITY IN THE UNITED STATES.

The Demand for Iron and Iron Products Indicates the Industrial Movement In the Country—Failures In the United States and Canada Fewer Than a Year Ago.

NEW YORK, Aug. 25—R G Dun & Co.'s weekly review of trade tomorrow will say:—

Perhaps never before have demands for actual use controlled business, and with so little speculation to anticipate higher markets. In fact the rise in most articles has gone farther than speculative opinions have warranted.

Iron works which supply Pittsburg are sold up far into 1900 and can do nothing though prices are much beyond what they are paid by those who must have iron this year. For Bessemer pig $22, and for grey forge $19, and for Southern pig $18.60 were paid at Pittsburg, for No. 1 coke $21 at Chicago, and for anthracite No 1 $22 50 at Philadelphia, with 25,000 tons basic, sold for $21.50. For intermediate products it is much the same. The enormous demands for more railroads, rails and cars, more vessels, warehouses and buildings, to handle the extraordinary business in progress, cannot be met as quickly as men would like, and work of all sorts is delayed.

The boot and shoe business is likewise crowded, not so far ahead of production, but farther than many producers like, by the clamorous demand of the jobbers who cannot keep up with retail distribution. Prices have risen quite generally 2½ cents per pair. Shipments in three weeks have been 13 per cent. greater than in any previous year.

Leather rises further and hides at Chicago are also stronger with heavy sales ahead of curing.

Cotton goods also have further advanced in lines not affected by proposed consolidation, and the demand for woolen goods has gone beyond all expectations. The sales of wool are enormous, 35,677,190 pounds in four weeks, 30,119,190 being domestic, with prices generally unchanged, although concessions are now made to secure sales in some lines.

Sharp fluctuations in cotton show how fears of injury by drouth in Texas and elsewhere would affect the market if there were not on hand about 3,000,000 bales of old cotton, including 800,000 in European, and probably 500,000 in American mills.

Reports of injury to wheat in the northwest have likewise affected the market, but only for a day or two, the price closing ⅛ cent lower for the week. Eastern receipts no longer keep up with the extraordinary movement a year ago, falling 1,800,000 bushels behind for the week, but for four weeks have been 15,367,414 bushels against 14,354,621 last year. Atlantic exports were slightly larger than last year, and in four weeks 11,421,322 bushels, flour included, against 11,737,285 last year, while Pacific exports have been 1,624 for the week and in four weeks 83,353 against 1,353,795 bushels last year.

Corn exports continue heavy in four weeks, 16,723,524 bushels against 9,318,- for the same weeks last year and 1½ cents during the week.

Failures for the week have been 163 in the United States against 179 last year and 16 in Canada against 26 last year.

NEW YORK, Aug. 25—Bradstreets tomorrow will say:—

Montreal reports Canadian cotton goods manufacturers as putting up prices, moved thereto by the active demand. Toronto reports large fall orders, and wholesale business generally is of satisfactory volume. Railway earnings are large, wages are good and values generally firm. Collections are exceptionally good. Trade is light in the maritime provinces, and collections generally are backward. Unseasonable weather has hurt business in the towns of British Columbia. Dead and from the Yukon is active, and collections are fair. Bank clearings for the week aggregate $27,318,484, an increase of 14 per cent. over last year.

Business failures for the week number 18 as compared with 27 in this week a year ago.

MAKING A RAILROAD TIME TABLE.

An Arduous Task Which Requires Considerable Time.

Everybody is more or less acquainted with the general working of the railroad business, but there are a number of details which though of great importance are not quite so familiar, says the Worcester Gazette. The construction of a railroad time-table may be taken as an example. The time-table familiar to every patron of a railroad is not at all a complete one, for only a small proportion of the trains that are run on any road are indicated upon the folder for distribution. There are many trains running at all times that the traveller knows or cares nothing about, but these, like the passenger trains, must have their scheduled running time. Every railroad division has a special time-table for the use of its engineers and trainmen and this consists of a large card of perhaps four feet in length and two in width. Upon this card is given all the information necessary regarding the movements of every engine and train, so arranged as to be seen at a glance.

The work of getting up a time-table requires some time, and it is not exactly the work of any one man. At the head of every railroad division there is a passenger agent, who has charge of all through trains and all trains running through onto roads not in his division. He knows when these trains are to start, when they should reach their destinations, and what connections they will make upon his own or other divisions. This is the beginning of the time-table. A schedule is made of these data, and as soon as it is found that all is in working order the schedule, which contains only information about the regular and more important trains, is given to the trainmaster, who at once proceeds to make it complete. This is an arduous task and requires considerable time. The trainmaster takes a large board, seven or eight feet long and about four feet wide, and tacks a sheet of paper over it. The sheet of paper is then ruled off into little squares with heavy lines. The spaces between the vertical lines represent each five minutes of the running day of twenty-four hours; those between the horizontal lines represent the stations at which any train may stop. In the operations which follow, the trainmaster must work with a thorough knowledge of the road. He must be intimately acquainted with every inch of it, its roadbed, grades, switches, stations; and, in fact, everything that has any possible relation to the speed or safety of a train. The purpose he has in view in making his time-table is to so arrange the runs of each engine and train on the road that there will be no waste of time and no confusion. He knows from his schedule received from the passenger agent that certain trains must be given the right of way over all other trains.

A train is to leave station A, for example, at 12.05 o'clock, to arrive at station X at 4 o'clock. The trainmaster takes a thread and tacks one end of it in the space at the upper part of the sheet which is marked in large figures, 12.05, and on a line with station A. The other end he draws along to the side of the sheet and attaches it in the space under the figure four and on a line with the station marked X. All intermediate stations touched by the passing train are also designated by a tack placed in its appropriate square, with the thread wound around it, and the result is in many cases a zigzag line, for the distances between stations are often unequal, and besides a train will go faster on one part of a road than upon another by reason of grades, etc. This same process is carried on with all the other trains. Where trains have a clear road the trainmaster has a simple enough job of it. His real hard work comes in when trains meet each other, especially on single track roads. This must be provided for in the time table, and many weary hours are spent in so placing a train that it may switch at a given moment, to permit the other to pass by. Having finished with his passenger trains to his satisfaction, the maker of the time table proceeds to get his freights out of the way.

These present a problem of no mean proportions, for on a large road they come and go every few minutes, and somehow they must give way to the express and other passenger trains. Sometimes it requires days for the trainmaster to get all straight. The time of these freights, like the more important passenger trains are fixed by means of strings, and when the trainmaster is through, the sheet looks like a piece of crazy lace work. The only thing remaining then to be done is the copying of the sheet for the printer, a simple operation, for the time and station designated by each tack along the string is written out in full. Every road has a number of trains running along its line that never find a place upon a time table. These are the "extras," the emergency freights, and the management of these devolves wholly upon the conductor, who studies the time table and takes what time he can get between the runs of other trains. This method of "wild-catting" is common, and it is cause for wonder that so few accidents result from it.

That First Sin.

Probably our great ancestor, Adam, little thought of the trouble he would cause posterity by eating an apple. But now the question as to how many apples he really did eat is a new difficulty.

How many apples did Adam and Eve eat? Was it one or was it millions? When the subject was first mooted the editor very naturally replied, "Why, one, of course."

"No," said the assistant editor, "Eve ate one, and Adam ate one, too; that's two."

Then the subeditor passed along a slip of paper on which was written, "Eve 81 and Adam 81, making 162."

But the poet, who is a man of imagination, capped this with, "Eve 81 and Adam 812—893."

Then the publisher tried his hand, and his contribution was, "Eve 8,142 see how it tasted, and Adam 812, equals 8,954.

The poet, who dislikes being surpassed as much as he hates barbers, came up to the scratch again with "Eve 8,142 see how it tasted, and Adam 81,242 keep her company—89,384."

Then the humorist, who had been listening, quietly handed in his contribution, "Eve 8,142 see how it tasted, and Adam 8,124,210 der a husband was he to see her eat alone. This equals 8,132,352."

"But he had another object," said the poet. "Eve 8,142 satisfy her curiosity, and Adam 8,124,240 by Eve in her position. That makes 8,132,282."—[Philadelphia Record.

The Vice-Regal Party.

HALIFAX, Aug. 25—This morning Chief Merril of the Micmacs and another warrior chief called on the governor-general at government house.

This afternoon a garden party was held at admiralty house in honor of the governor-general and Countess of Minto. Tonight they attended a grand concert in the public gardens.

The vice-regal party will leave for Quebec tomorrow evening. After leaving the garden party this evening the Earl and Countess of Minto drove to the marine and fisheries wharf and inspected the lot of Sable Island ponies which were brought from the island this week. They also went on board the government steamers Newfield and Lansdowne and inspected them. Their excellencies express a desire to visit Sable Island in the near future.

MR. GORDON'S FAREWELL.

FINAL SERMON PREACHED IN THE MAIN STREET CHURCH.

A Large Congregation Present to Hear the Parting Words of Their Loved Pastor — The Record of an Active and Useful Pastorate.

Main street Baptist church was crowded at last Sunday's service, when the pastor, Rev. J. A. Gordon, preached his farewell sermon. Before preaching his sermon Mr. Gordon gave a few statistics which shows the wonderful advancement Main street church has made since he took the pastorate in 1893. The membership in '93 was 426 and at the present date is 618. The value of church property in '93 was $7,000 which included the parsonage. The value of the property now is $29,000. The amount that has been paid for current expenses in the past six years was $43,189, and for benevolent purposes about $2,000. The Sunday school in 1893 had an enrollment of 235, and its enrollment now is about 500. Mr. Gordon said that the forces of the church are perfectly united and all well organized, and the work so far done has been good. During his pastorate at Main street church he has made 9,000 pastoral calls and has spoken at meetings which would average one for every day in the six years. Putting the evangelistic meetings together that he has held unaided they would made a series of 62 weeks.

The reverend gentleman took for his text last evening Deuteronomy xxxiii—3: "Yea, He loved the people, His saints are in his hands and they sat down at thy feet and every one shall receive thy word." In introducing the subject he showed it was important, as it was on the 120th anniversary of the birthday of Moses, the great law giver, and the 40th anniversary of his official career. As he was leaving the office to Joshua before giving a parting benediction he announced his bequest to them, consisting of the great facts which they were to believe and to act upon. First, Divine affection. "Yea, He loveth the people." He showed this fact in His comfort and power to life; love, he said, is the bond of the home, the inception of patriotism and energy of religion. He went on to illustrate the consistency of the love of God as well as its sacrifical character.

Second, Divine protection. "All His saints are in Thy hands." He showed the hand was of power and that God's saints are in His power as His possession also in the power of His protection, and that this power of God is in the service of His love in behalf of his saints.

Thirdly: The Divine instruction "They sat down at thy feet and everyone shall receive thy word." The characteristics of the saints of God are a teachable disposition as well as a disposition to put into practice what they know. God differs from other instructors and teachers, inasmuch that He not only imparts knowledge, but has a capacity to receive that knowledge. In conclusion Mr. Gordon showed that these were elements of force in the church today. God protects in the path of duty and instructs them by the word of the Holy Spirit.

The choir reserved the privilege of selecting the last hymn, and with the congregation sang Blest Be the Tie That Binds.

Mr. Gordon is to take his Montreal charge on the 10th of next month, and so far no person has been selected to take his place here. One of the deacons announced last evening that a farewell service would be held a week from next Tuesday evening when other city clergymen would be present.

The congregation of Main street Baptist church are unanimous in regretting the departure of Rev. Mr. Gordon.

PRECOCIOUS NOVA SCOTIANS.

A Boy and a Girl Who Eloped From Bridgetown, Have Been Caught in Massachusetts.

GLOUCESTER, Aug. 25—City Marshal Horton and Policeman Richard O'Reilly succeeded in locating today a pair of young elopers who had successfully evaded the vigilance of their relatives on their trail.

They are Lawrence M. Manthorn, 18 years of age and Mabel Maud Nelson, 14, of Bridgetown, N. S. They are typical specimens of the country boy and girl. Manthorn shows that he is unused to city ways. The girl is also in appearance a floweret from the rural shade. She wears a short dress and her auburn hair hangs down her back in two braids.

The girl's parents lived some years ago in Dorchester, but removed to Bridgetown, their original home. Manthorn told his story without any attempt to deceive. He was ticket seller and man of all work about the Bridgetown station. He and the girl were lovers.

With $30 they set out for the states August 16, on the day Manthorn was 18, to seek work and with the avowed intention of being married when Manthorn secured a situation. They went to Yarmouth, N. S., with their effects packed in a grip and then took the boat for Boston. Then they went to Dorchester and later to Gloucester, where they visited the girl's aunt on Maplewood avenue.

There Manthorn was told he might secure work on a farm in Ipswich.

After remaining here a few days they went to a relative's in Malden and today came down to Ipswich to seek work at Even Moulton's farm in Ipswich.

Meanwhile the brother-in-law of the girl, Fred Hayward of Bridgetown, and an uncle set out to track the young elopers. They got on their track at Gloucester, but arrived too late, for the pair had left. They have since been scouring all over the state in pursuit of the couple.

Marshal Horton, as a last recourse, sent Policeman O'Reilly to the Moulton farm at Ipswich today. Mr. O'Reilly in citizen's clothing arrived on the scene in the guise of a cow buyer.

The first one he saw was the girl, sitting on a doorstep, and Manthorn in the barn. They had arrived only a few hours before and were awaiting Mr. Moulton's appearance. They said they were cousins and the girl made a favorable impression on the women of the Moulton household. They did not attempt to conceal their identity, and accompanied the office to Gloucester.

The girl said she was tired of Bridgetown life—it was too slow—and she wanted to come to Boston. Friends had written her to come to Somerville. Both she and Manthorn said they proposed to get married.

Manthorn had $10 left when taken into custody. He says he will not go back to Bridgetown, where his parents and family reside. Neither does the girl care to return. She is held here by instructions from her parents and Manthorn is also detained. Their parents have been notified.

A. O. U. W.

Report of the Committee on the State of the Order Being Discussed.

The Grand Lodge A. O. U. W. met again Thursday morning at 9 o'clock. Almost the entire morning session was occupied in considering the report of the committee on the state of the order.

The next meeting of the grand lodge was also under consideration and after much discussion it was decided to hold it at Halifax, N. S. The date has not yet been fixed.

At the afternoon session there was a discussion on the report of the committee on the division of the constitution. The report was presented by G. O. W. Hewton. During part of this time Past Supreme Grand Master Bourke presided, but having to leave the city by an early train asked permission of the grand lodge to address them. His address, which was devoted to the good of the order, was listened to with much interest, and as he was leaving the lodge room the members of the grand lodge sang the American National Anthem. The discussion on the division of the constitution was resumed and continued until adjournment at 6 o'clock.

The report of the committee on the division of the constitution took up the whole evening session in discussion.

THE VICE-REGAL PARTY.

Halifax's Distinguished Guests Warmly Welcomed — Stephen Leaves for Boston.

HALIFAX, Aug. 22.—Their excellencies, the governor general of Canada and Countess Minto, arrived in the city this morning on their first visit, official or otherwise, to Halifax, and were extended a most cordial reception. Considerable bunting was displayed about the city in honor of the distinguished visitors' arrival, and the depot at North street and the city hall were particularly gay with color. There was a distinguished party in waiting at the depot to meet their excellencies. They were driven at once to the city hall, where a reception was held and civic address presented. Tonight they attended dinner at the government house.

Frank Stephen and Edward Doyle left this morning for Yarmouth, where they will take the steamer Boston for Boston. A number of the Wanderers will go by the Grand Duchesse tomorrow night.

Against the South American Alliance.

RIO JANEIRO, Aug. 22—The Notices, in an official article today, classes as baseless the rumors of a projected alliance of the South American republics against their best customer for coffee, the United States, and bitterly censures the speculation which, it says, is having a depressing effect upon business.

The well known poem, "Curfew Shall Not Ring Tonight," in which a young woman by hanging to the curfew bell saves the life of her lover condemned to be executed at the ringing of the curfew, is only one of a thousand striking instances of how a woman will dare everything for love.

Women are readier to make heroic sacrifices than they are to take the commonplace, everyday precautions which insure their greatest happiness. Most women are careless about their health. They forget that physical weakness and disease will wreck the fairest chance in life and shut them out completely from happy womanhood and wifehood.

Weak, bilious, dyspeptic women are robbed of their natural attractiveness and capacity. They lose healthy color and energy and ambition. The blood becomes poor and thin and laden with disease-germs.

The true antidote for this condition is Dr. Pierce's Golden Medical Discovery. It acts directly upon the digestive powers and the liver, creating pure, red, healthy blood free from bilious impurities; it renovates every organ and tissue of the body, building up hard, elastic flesh and muscular strength and imparting nerve power and permanent vitality, which malt extracts do not give.

Mrs. Ella Howell, of Derby, Perry Co., Ind., writes: "In the year of 1894 I was taken with stomach trouble—nervous dyspepsia. There was a coldness in my stomach, and a weight which seemed like a rock. Everything that I ate gave me great pain; I had a bearing down sensation; was swelled across my stomach; had a ridge around my right side, and in a short time I was bloated. I was treated by three of our best physicians but got no relief. I was so weak I could not walk across the room without assistance. Then Dr. Pierce's Golden Medical Discovery was recommended to me and I got it, and commenced the use of it. I began to improve very fast after the use of a few bottles. The physicians said my disease was leading into pulmonary consumption, and gave me up to die. I thank God that my cure is permanent."

INFORMAL ULTIMATUM.

CHAMBERLAIN'S UTTERANCES ON THE TRANSVAAL QUESTION

Are Looked Upon as Very Serious by the English Press—The Times Predicts a Climax Immediately—The Canadian Department Issues an Order to Reserves.

LONDON, Aug. 28—There is little fresh news from South Africa, but it is announced that the government of Natal has refused to allow the transit of empty cartridges intended for the Transvaal.

The Pretoria correspondent of the Daily Chronicle declares that President Kruger's concessions are so far reaching that it is doubtful whether the Burghers will ratify them. He thinks it more likely that they will demand Mr. Kruger's resignation and the appointment of a younger man, probably Schalk W. Burgher, a non-official member of the executive council of the Transvaal.

All the morning papers comment upon the seriousness of the situation as revealed on Saturday at Birmingham by the speech of Mr. Joseph Chamberlain, secretary of state for the colonies. The Daily Telegraph calls the speech "An informal ultimatum." The Standard says it marks the most critical stage yet reached. The Daily News observes:—

"We cannot but suppose that such grave words were well weighed beforehand."

The Times says: "Such a delicate situation cannot be protracted. We believe that within the last few days the final arrangements for the general direction of the expedition which will be necessary in the event of a rupture, have been completed at the war department.

"It is scarcely necessary to point out the extreme danger of allowing entrance into South Africa of arms which would be likely to fall into the hands of the black population, exceeding the white fourfold."

OTTAWA, Aug. 26—Militia orders issued today contain an announcement to the effect that in view of the possibility of trouble in South Africa army reserve men accepting appointments in colonial militia forces must do so on the condition that there is no obstacle to their rejoining the imperial forces immediately on notice of mobilization.

CALCUTTA, Aug. 27—The government, according to a Calcutta newspaper usually well informed, has asked the British Navigation Company what transports would be available for government use in the event of a war in the Transvaal.

CAPT. NEWTON DEAD.

A Cable from London Announces the Demise of this Popular Master.

HALIFAX, Aug. 27—Captain Thomas C. Newton, commander of the Furness line steamer Halifax City, died Friday at his home in London, after a short illness. The Halifax City is on her way to St. John via this port, and it was supposed that Captain Newton was as usual in command. Furness, Withy & Co. were therefore startled to receive on Saturday morning the following cable from their London office: "Regret that Captain Newton died yesterday from dysentry."

The sad news came as a surprise to everybody, for Capt. Newton was a man of splendid physique, strong and vigorous. Deceased was 35 years of age. A widow and one child survive him.

The late Capt Newton had a singularly winning and attractive personality, was kind hearted, very cheerful and bright and generous to a fault. He made hosts of friends and acquired a popularity which but few captains of ocean steamers surpass.

The Furness line has lost two captains, both young men, within a few weeks. Captain Forth died on the outward voyage of the Dahome. A few months ago he and Capt. Newton, who were shipmates together met in Halifax and spent several days together while their steamers lay here.

First Officer Roche is probably in command of the Halifax City.

Southern Race Difficulties.

DARIEN, G. A., Aug 27—There have been no hostilities between the blacks and militia today, though the negroes remain armed and the troops are prepared for eventualities. That the situation is better, however, is evidenced by the fact that Col. Lawton, commanding the first regiment, has returned to Savanah, 86 men and three officers whose services are no longer needed. There remain something more than 200 soldiers on duty. These will remain until after the sitting of the special term of the superior court, which has been called to meet on Wednesday to try John Delagell for the murder of Deputy Sheriff Townsend. The special term will also try Henry Delagell, the negro about whom all the trouble has arisen, and the 35 black rioters who are now confined in the Savannah jail. It is probable that a special train and a military escort will bring the rioters from Savannah jail for trial. A citizens' committee has employed special counsel to assist the solicitor general in prosecuting the case against John Delagell for the murder of Townsend. It is probable that his trial will be concluded the first day of the court. The trial of Henry Delagell probably will also be short and result in an acquittal. It is pretty generally conceded that his relations with the woman in the case were with her consent. There has never been the slightest danger that Henry Delagell would be lynched He was arrested upon complaint of the woman's father and placed in jail. Hearing that the negroes intended raiding the jail for the purpose of releasing Delagell the sheriff concluded that it would be wise to remove him to Savannah for safe keeping. The negroes affected to believe it was the purpose of the whites to take Delagell just outside of the town and lynch him, hence they armed themselves and began their riotous and incendiary conduct to suppress which the governor called on the militia.

There are still several hundred armed negroes in the swamp. A torrential rain has fallen today which will do much towards dampening their ardor. No radical change in the situation however is looked for before the convening of the special term of court.

R. M. C. A.

Convention Opens on the First — The Programme.

The business meeting of the R. M. C. A. was held Thursday and a great deal of business was transacted in connection with the coming convention. The workers are looking for a most profitable gathering.

The convention opens September first and continues three days. All business meetings are to be held in St. Stephen's church school house.

The programme is as follows, the hours being given in standard time:—

Friday Morning.

9.00—Service of prayer and praise, Mr A Wilson, G T R, Montreal.

9.30—Organization; appointing of committees.

10.00—Reports of officers and associations.

10.45—The Holy Spirit. For What Purpose Given, Rev G O Gates, D D, St John, N B.

Friday Afternoon.

2 00—Fellowship meeting J Deveraux, Campbellton, N B.

2.30—Report on railway committee's report.

3.00—Necessary Features of a Successful Social Meeting, C Upham, Richmond, N S.

3.30—New Social Features in Association Work, Mr T S Morrison, secretary Montreal R R Association.

Discussion.

Friday, Evening Session.

7.00—Song service, Mr J N Britton, secretary N Sydney Association.

7.15—Welcomed by Hon James G Forbes, Mr Geo Foster, I C R, and one of the local pastors. Responded to by Rev A L Geggie, Truro.

8.00—Keynote of Conference. Representative International Committe, New York.

Acquaintance Who Am I? Where Have I Come From? Why am I Here?

Saturday Morning,

6 00—Starting Right—(Sunrise prayer meeting.) Mr. Jno Kennedy, I C R, Truro.

9.00—Devotional half hour, led by Mr G Ackman, Moncton, N B.

9.30—Can our work be extended to other lines of road in Maritime Provinces and how? Mr. G. H. McKinlay, Storekeeper, I. C. R. Richmond, N. S.

10.15—Our System of Securing Support. Its errors and how to remedy. Mr. W. J. Ellis, Truro, N. S.

Saturday Afternoon.

Excursion to Westfield, C. P. R. By courtesy of C. P. R. officials.

Saturday Evening.

7.00—Service of Song. Mr. J. E. Britton.

7 30—Delights of Bible Study. How attained.

8.00—The World Wide Work. Rep. Int'l Com.

Question Drawer.

Sunday Morning.

9.00—Consecration service.

Sunday Afternoon.

Meeting for men—Addressed by Rev A L Geggie.

Meeting for boys.

Sunday Evening.

6.25—A sermon to railroad men by Rev A L Geggie, St David's church.

Farewell—St David's church.

A State Secret Out.

A story is told in Mainly About People, regarding the Duke of Connaught's son, young Prince Arthur, who was overjoyed at the fact that he had got out of the Saxe-Cobourg succession. He was sent over to inspect his possessions, and on returning to Eton he confided to his schoolfellows that what finally decided him to "chuck it" was his being asked to play tennis with three other German princes, and finding they had balls fielded for them by a squad of soldiers, who saluted at attention each time they handed the ball. This was too much for the English schoolboy, he explained, so he promptly decided to remain English.

To Be Seen from Jamaica.

KINGSTON, Jamaica, Aug. 22.—Prof. Edward Charles Pickering, of the Harvard Observatory, informs the correspondent of the Associated Press that he is here seeking a suitable location for the largest telescope in the world, which is being constructed at Cambridge especially for observing the new planet which is due to pass very close to the earth 18 months hence. He is favorably impressed with Jamaica's advantages. Prof. Pickering established the Misti observatory of Peru.

Advance In Cotton and Woollen Goods.

MONTREAL, Aug. 23—In consequence of the increase in the price of raw cotton, the mills have put up the price of fancy cottons from 2½ to 7½ per cent. This increase will affect nearly all lines of manufactured cotton goods, dress cottons, etc. Worsteds have gone up all the way from 5 to 15 per cent in price, consequent upon the prevailing scarcity in the wool market. This will increase the cost of all lines of underclothing, socks and other woollen goods.

The Sick Man Sicker.

BERLIN, Aug. 25—The Lokal Anzeiger publishes the following despatch from Constantinople: "A financial crisis is imminent. The Ottoman exchequer is empty. The finance minister (Rechad Bey) has fled from those seeking payments and taken refuge in a private residence which is now under the protection of the police."