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NO. 8.

ARMIES ARE FACING

Warlike Arrangements in South America.

REPUBLICS AT DAGGER POINTS.

Sixteen Thousand Men Under Arms and Conflict Imminent—A Tempest in a Teapot.

Maricao, Venezuela, By Cable.—A correspondent of the Associated Press has just had an interview with General Urbe-Prive. He found the general strongly incensed in the Cordillera mountains on the frontier line between the Venezuelan State Tachira and the Colombian province of Santander. His headquarters were at a hamlet called of Louisiana, half a day's ride from San Cristobal, the capital of Tachira. His command, numbering several thousand Colombian Liberals, was holding the extreme left of the Venezuelan line of defense, covering the approach of San Cristobal and Encarnacion Railroad from the direction of Cucuta. General Chabart Cordones held the centre with General Modesto Castro at the extreme right. On the Colombian side, General Valencia, a former minister, and Juan Bernard Rangel Garibras, the Venezuelan rebel, are in command. Altogether, some 16,000 soldiers stand face to face on the frontier. Skirmishes and raids across the frontier are of daily, or rather, of nightly, occurrence.

ALABAMA ELECTION.

Constitutional Amendment Carried By Big Majority.

Montgomery, Ala., Special.—Alabama voted Monday on the question of the adoption or rejection of the constitution framed by the recent convention and from the returns so far received it is evident that the new instrument has carried by a majority ranging between 25,000 and 35,000. The negroes voted in much larger numbers than had been expected, but were almost entirely without effect. This was the last opportunity they will have to vote and in many counties they turned out en masse. The election passed off quietly, no trouble being reported up to this hour.

Deal Between Farmers.

Macon, Ga., Special.—John Goolbsy and Charlie Fullerton, two prominent farmers of Hillsboro, in Jasper county, near here, emptied their pistols into each other at close range Monday afternoon. Fullerton was killed instantly and Goolbsy is dying. They had quarreled about a piece of land owned by Goolbsy and Fullerton and Fullerton seized it. Each held it with his left hand and drew their pistols. They fought until Fullerton fell dead and Goolbsy staggered a few paces, fell and then raised up on his elbow and captured both barrels of the gun into the dead body near him.

The Turpentine Industry.

Washington, D. C., Special.—A preliminary report on the turpentine and resin industry of the United States was issued by the Census Bureau showing the extent of the industry in the census year of 1900 as compared with 1899. According to this statement the total value of these two products for 1900 was \$20,344,883, against \$19,877,479 for 1899. The number of establishments was 1,592, against 1,573 in 1899, the capital employed, \$11,832,843, against \$14,662,276; the average number of wage earners, 41,864, against 15,266; the total wages paid, \$3,290,632, against \$2,905,547 and the cost of materials used \$6,196,596, against \$6,874,692.

Dead Man Comes to Life.

Louisville, Special.—Newell C. Rathbun, who was supposed to have been dead in Jeffersonville, Ind., hotel last Thursday, was arrested in Louisville Tuesday. According to Rathbun the corpse which was shipped to Little Rock for burial at the home of Mrs. Stunkel, who resides on West Hargett street, near Harrington, next to the residence of Mr. R. L. Lumsden. Mrs. Stunkel is a widow and there resides with her three children. One of these, her daughter, Miss Marie, who is about twenty years of age, heard a noise in her room and went into it about 8 o'clock. As she entered the room she saw a negro man, who, as she screamed, made a break for the open window, out of which he leaped and ran off in the darkness.

Killed His Lover.

Elizabethtown, Tenn., Special.—Frank Kidwell, aged 22, shot and killed his sweetheart, Ada Thomson, aged 16, and then committed suicide. The cause of the tragedy is said to be the refusal of the girl's father to allow Kidwell to visit his daughter and her declaration to marry him. Both are members of prominent families.

No More Appointments.

Washington, Special.—President Roosevelt has decided not to make any more appointments of importance until Congress meets. All necessary appointments must be appointed on the assembling of Congress and the President thinks that all the large appointments should be held up until he can send the names directly to the Senate. No immediate action, therefore, will be taken in the case of the appraisement and collectorship of the port of New York. Such action as will be taken has not been determined definitely, but if the present inclination of the President prevails both Appraiser Wakeman and Collector Edwell will be succeeded by other appointees.

Heavy Fire Loss.

Pittsburg, Special.—A fire which originated in a stable of the Monongahela River Consolidated Coal Company, just below Homestead, promised to do much damage at midnight the immense treasuries of the coal company and its dock, covering 500 yards along the river front, are in flames and will be a total loss. The loss cannot be stated at this hour, but before the flames can be extinguished, the aggregate will probably reach \$100,000.

THE VETERANS DINED.

Old Soldiers Fare Sumptuously At Comrade's Dinner.

A sumptuous dinner to 47 Regiment veterans was given by Capt. J. J. Thomas in Dorsett's cafe at Raleigh, last Thursday, at which fifteen of these valiant veterans were present. The special object of the meeting was to draw up resolutions regarding the original of the Regimental General Order of Col. G. H. Parham and Ad. Adjutant T. C. Powell of the Forty-seventh, under date of May 11, 1862, and thanking Mr. E. R. Hyatt of New York for them. Mr. A. C. Green was made chairman and Mr. J. Rowan Rogers secretary. Resolutions prepared by Capt. J. J. Thomas were adopted, and Mr. Rogers was requested to prepare an article incorporating the resolutions and giving the names of the veterans present. When all business had been disposed of and a motion to adjourn was declared to be in order, Captain Thomas arose and extended an invitation to his comrades to take dinner with him. Of course there was unanimous and very hearty consent, and the company then proceeded to Dorsett's cafe, where Captain Thomas had previously left an order for the very best and most complete dinner and elegant service that Mr. Dorsett could afford. And this is calling for a "whole lot," so to express it, for Dorsett's cafe has a most enviable reputation for serving these special dinners.

The spread was in the private dining room, and the veterans seemed to enjoy the repast most heartily.

After the regular courses there were brief and in several instances feeling remarks by various guests present, notably Mr. Green, Captain Thomas and Mr. Rogers.

A note was read from Dr. Lanford of Wake Forest, who was also a member of the old Forty-seventh, regretting that he was unable to attend the meeting.

Staggers in Horses.

New Bern, Special.—According to the October bulletin of the Board of Health, the "staggers" among horses feeding in several of the counties of the State. It would seem that the board might get some nearer to the facts in this matter, and if they had noticed the reports sent by your correspondent from time to time regarding the disease among the horses they might have been better about it, in that way, if in no other.

The Board of Health is hereby informed that the disease now prevails in the counties of Craven, Pamlico, Carteret, Onslow and Duplin. Horses are dying in several of these counties in the disease within a few days. It also probably exists in several other counties, namely Dare, Hyde, Beaufort and Pender. There was a spasmodic effort to locate and furnish a remedy for the disease, but it does not seem to have been very effective or well planned. Appeals have been made in the press from several points for aid and advice, but the farmers complain that little has been done to help them in their extremity.

The talk of a railroad from New Bern to Washington is creating considerable interest. The promoters of the enterprise are from Pittsburg, Pa., and it is stated that they have purchased large bodies of timbered land in Beaufort and Craven counties. The distance would be about thirty miles the course the road would run, and the spur to Aurora would be near twenty miles. If the road is built it will greatly benefit Washington, but it would greatly damage the traffic of the A. and N. C. railroad. Our people want to see the road built.

A Negro in Her Room.

What may have been an attempt at a most dastardly crime took place in Raleigh Friday night. The wife of a young lady, who fortunately went to her room at an early hour and by her sudden appearance frightened the scoundrel away. The occurrence took place at the home of Mrs. Stunkel, who resides on West Hargett street, near Harrington, next to the residence of Mr. R. L. Lumsden. Mrs. Stunkel is a widow and there resides with her three children. One of these, her daughter, Miss Marie, who is about twenty years of age, heard a noise in her room and went into it about 8 o'clock. As she entered the room she saw a negro man, who, as she screamed, made a break for the open window, out of which he leaped and ran off in the darkness.

Carnegie Honored.

London, By Cable.—Vice Chancellor Donaldson, of the University of St. Andrews, has announced the unanimous election of Andrew Carnegie as lord rector. The students greeted the announcement with cheering and singing of "He's a jolly good fellow." The vice chancellor remarked that Mr. Carnegie's election would meet the approval of the whole nation.

North State Items.

As announced the Corporation Commission has adopted a new freight tariff to be effective over the entire Seaboard Air Line system. The reduction made in general freight rates averages about 10 per cent. The greatest reduction is on the Carolina Central road, the reduction there being fully an average of 20 per cent.

Scott Parker, a convict, was fatally shot in the Wilson jail by the steel miller of Glenn, Mich., caused the murder of Barden by Starkey.

Eddy slain by animals. The body of a two-year-old child of Mr. and Mrs. Louis Kimball, of Brimley, Mich., was found in the woods where this child had been lost.

TO CRUSH IT OUT.

Washington Authorities To Make a Vigorous Effort Against Insurrection.

WILL PUSH WAR ENERGETICALLY.

The Present Arrangements Are For a Campaign Against the Insurgents That Will Stop Their Activity.

Washington, D. C., Special.—On the recommendation of General Chaffee, commanding the Division of the Philippines, the Secretary of War has issued orders for a reorganization of that division. Up to this time the division has comprised four military departments as follows: Department of Northern Luzon, commanded by Major General Lloyd Wheaton; Department of Southern Luzon, commanded by Brigadier General J. F. Wade; Department of the Visayas, commanded by Brigadier General R. P. Hughes; Department of Mindanao and Jolo, commanded by Brigadier General G. W. Davis.

In accordance with the action of the War Department, the division will be divided into only two military departments, to include within their limits the entire Philippine archipelago. They will be known as the Department of North and South Philippines. The former department will be commanded by Major General Wheaton and will include the islands of Luzon, Mindanao and Masbate, and all the intervening territory.

The Southern Department, which will be commanded by Brigadier General Wade, will embrace the remainder of the archipelago and include the large islands of Samar, Panay, Mindanao, the Visayas and Jolo.

The consolidation of these departments is in accordance with General Chaffee's plan to institute a vigorous, aggressive campaign against the insurgents. Who recently have become active and troublesome in the islands of Samar, Leyte and in the extreme southern portions of Luzon. It is understood that large bodies of troops are to be concentrated in the districts where outbreaks have occurred, under the command of officers of high rank, with the full purpose of promptly stamping out the spirit of the insurrection. It is said furthermore that the reduction in the number of the departments, in addition to making the military forces more compact and efficient, will result in a reduction of expenses.

The Canal Project.

Washington, Special.—The isthmian canal commission will be met next Tuesday, to add the finishing touch to its report. It can be stated by authority that the commission has not reported, up to this time, in favor of either the Nicaraguan or of the Panama project. Consequently, the question of the route of the canal, the cabinet and the administration has not expressed a preference for either route. It is expected that the commission will not undertake either to adopt or to reject the proposition of President Hittin, looking to the acquisition by the government of the canal concession. However, it will be the proposition before the President and Congress. It can be stated also by authority, that in view of the well-understood favor with which Nicaraguan route, the decision of the Executive Departments will be in favor of that project.

A Big Warehouse Company.

Mexico City, Special.—A new company known as the Mexico and Vera Cruz General Deposit and Warehouse Company, has been incorporated here with a capital of \$2,000,000 and \$1,000,000 paid up. The company has acquired a large warehouse here and will proceed to erect a new edifice in Vera Cruz. Among the directors are Earl Croel, of Chihuahua, Volney W. Foster, of Chicago, and the governor of the Federal district lands of this city. The company will do a bonded warehouse business. The plan has met with some local opposition in Vera Cruz, where the commission merchants see in it a formidable rival.

\$10,000,000 Cigar Trust.

Columbus, O., Special.—The American Cigar Company, a trust organized under the laws of New Jersey, was qualified by Secretary of State Laylin to do business in Ohio. The trust has a capital stock of \$10,000,000 and will have its Ohio headquarters in Cincinnati. James B. Duke is at the head of this trust.

News Briefs.

For wife murder Otis Greene of Des Moines, Iowa, was sentenced to life imprisonment.

Independent cracker bakers will meet in Cincinnati, O., next Monday to combine against the Bisquit Trust.

One million in gold from Japan and \$1,100,000 in silks from China reached San Francisco, Cal., in one day.

SOUTHERN INDUSTRIAL

New Enterprises That Are Enriching Our Favored Section.

The Charleston Exposition.

On October 24, 1900, the board of directors of the South Carolina, Interstate and West Indian Exposition gave instructions that work should begin on the exposition building. That work has been steadily pushed, and within the year forty-five buildings have been started, and many of them are now all but completed. In an interview last week Mr. Bradford L. Gilbert, the architect-in-chief of the exposition, said that he was confident that he could have the exposition grounds and buildings in order by November 15, and that when the work was completed there would be no cause for complaint, especially as it had been done at less expense than was originally calculated upon. Within five weeks the exposition will be opened, and the men of Charleston who have furthered its plans are confident that during the six months of the exposition its purpose—the cultivation of closer trade relations between the United States and the West Indies—will be fully realized.

The South's Climate.

In an interview at Knoxville last week Mr. W. R. Brown of Boston, and agent for the South of New England print mills moving to the cotton fields, said that print goods may be successfully manufactured in the South, but that the day would never come when fine bleached domestic may be turned out by Southern mills, because of climatic or atmospheric conditions. Climatic or atmospheric conditions have been a great standby for half a century in arguments intended to prove the limitation of the South in cotton manufacturing. But the South, with some interruption, has gone on manufacturing cotton, passing from lower to higher grades, going into the print business, and even daring to try bleaching. As a matter of fact, the South has the most superior climate in the country, as far as cotton is concerned, especially cotton-growing.

Brick Works at Wilmington.

The manufacture of bricks by a new and economical process is about to be undertaken at Wilmington, N. C. Andrew Smith is organizing the company for this purpose, and will incorporate as the Hydraulic White Press Brick Co., with capital stock of \$50,000. Site has been purchased, and arrangements to build the works are now being made. A sufficient capital to ensure the enterprise has been subscribed. The plant will have a daily capacity of 20,000 bricks, and building ornaments will also be produced. The process comprises the use of sand and chemicals as invented by a German investigator, and it is claimed the product has many superior merits that have been demonstrated in practice in Europe.

Textile Information.

It is announced that a new company will be organized to rebuild and re-establish the Randeman (N. C.) Hosiery Mills, recently burned.

Chatham Manufacturing Co. of Ekin, N. C., has completed the installation in its woolen mills of an equipment for producing cotton blankets.

The Business Men's Club of San Antonio, Texas, is in correspondence with Eastern parties relative to the establishment of a large cotton factory.

The Extract Wool & Merino Co., of Chattanooga, Tenn., has found the demand for its product so increasing that a doubling of its production is necessary. The force of employees will be duplicated and a night shift of hands will be operated.

Endeavors are being made at Vicksburg, Miss., for the organization of a company to build a cotton factory. It is proposed to interest Eastern capitalists, and one of the local promoters has gone North for the last-named purpose.

The scholarship presented by Mr. Firth to the New England Cotton Manufacturers Association will be available at the New Bedford (Mass.) Textile School, which already has drawn students from all parts of the United States.

The Orient Mills of Charlotte, N. C., is now completing the installation of the 7000 spindles and 160 dobbie looms decided on some time ago for its new addition. As soon as this machinery is in operation another 7000 spindles and 160 looms will be purchased and put in position, thus bringing the plant up to 20,000 spindles and 320 looms (the old portion of the plant having 6000 of these spindles and 160 of the dobbie looms). The total investment for these improvements will be \$250,000.

The Itasca (Texas) Cotton Manufacturing Co. will use Beaumont oil for fuel. Three tanks are being constructed under ground, and the necessary equipment is being installed.

The Wazabachie (Texas) Cotton Mills has discarded coal as fuel for its furnaces and now burns Beaumont natural oil. The change is said to give entire satisfaction to the company.

The Manchester Cotton Mill Co., of Rock Hill, S. C., is reported as contemplating the installation of additional machinery, to include 5000 spindles and 240 looms. This company's plant now operates 18,250 producing spindles, 340 twisting spindles and 300 looms in the manufacture of brown sheeting.

The recent announcement that the Mary Louise Mill of Cowpens, S. C., is to increase capital from \$20,000 to \$50,000 is followed by a report that the plant will be materially enlarged, and possibly doubled. It now has 1000 spindles.

Messrs. G. Finley of Spartanburg, S. C., and S. M. Wetmore of Columbia, S. C., have incorporated the Wetmore Development Co., with capital of \$50,000, to manufacture and introduce a stop-motion for drawing-frames. This new textile machinery improvement has been invented by Mr. Wetmore.

RAILROAD BUILDING IN THE STATE

A Showing That Will Prove a Surprise to North Carolinians.

There is more activity in the projection and construction of railroads in North Carolina now than in a long while.

The figures of the Corporation Commission showing the amount of railway constructions for the year are not yet complete, but Secretary H. C. Brown says there is unusual activity in railway projection and construction. We have secured as nearly as possible a list of railroads that are being planned and are in actual course of construction. It is a remarkably large list and gives evidence of the fact that North Carolina is moving along at a rapid pace industrially.

Interest in railroad matters for the past few days has centered in the report that the Seaboard Air Line was contemplating an invasion of Asheville. While there has been an oft-repeated story, credulity was given to the report by reason of the fact that Vice President V. E. McBee, of the Seaboard Air Line, recently made a trip through the country over the proposed route in company with Mr. Frank Cox and other Asheville seafarers. The Seaboard has traversed the greater part of the State and has stopped almost everywhere. There has been a matter of surprise for years that the Seaboard did not span the gap between Rutherford and Asheville, which is only about 60 miles. Mr. McBee's recent trip over the proposed Seaboard extension to the Land of the Sky is very significant at this time. It is known that the new management of the Seaboard Air Line has many big plans on foot.

One of the most important railroad developments in the State is the extension of the Ohio River and Charleston, which is in operation from Johnson City in Tennessee to Huntsdale in Yancy county. The company is making big preparations for the extension; 134 convicts from the prison at Raleigh having been sent to Yancy county and there are orders for as many more as the penitentiary can spare. These convicts have been put to work a few miles this side of Huntsdale. The objective point of the new extension is mere speculation. One report is that it will be pushed to completion as far as Marion, where connection can be had with the Seaboard at Rutherfordton. There is another report that the extension will go direct to Morganton with the ultimate object of extension to Wilmington. Asheville is also referred to as a possible terminus of the road. However, the people of Yancy and Mitchell are satisfied with the fact that the railroad is being built in their midst. As soon as the present crops are harvested Superintendent Mann will dispatch another squad of convicts to the scene of construction.

The Washington and Plymouth railroads has twenty miles in operation from Plymouth, and is building thirteen miles more to complete the road to Washington, N. C. The road will be completed by January 1st. E. A. Armstrong is president and S. Parker is general manager.

The Carthage railroad from Hamlet to Carthage is also considered an extension to Greensboro. Mr. W. C. Petty is president of this road.

The East Carolina, from Tarboro to Maclefield, proposes an extension to Snow Hill, a distance of about twenty miles.

The Aberdeen and Rockfish is building an extension to connect with the Atlantic Coast Line at Hope Mills. The Rockfish road is now forty miles in length.

The Cape Fear and Northern proposes an extension to Lillington and Fayetteville.

The Carolina and North Western is being made standard gauge from Chester, S. C., to Lenoir, 169 miles. A branch twelve miles to a point in Lincoln has been contracted for and a thirty-five mile extension north of Lenoir is projected.

The Charlotte, Monroe and Columbia from McBee, S. C., to Monroe, has ten miles completed. Work is progressing on this road, of which Mr. Chas. E. Johnson is president.

The East Tennessee and Western North Carolina has completed twelve miles of an extension via a proposed route through Montezuma and Morganton to Lincolnton, a total distance of sixty-five miles.

The Raleigh and Western is graded to Harper's, a distance of fifteen miles and there is talk of an ultimate extension to Asheville.

The Appalachian Short Line, at Appalachicola, N. C., has ten miles of railroad in operation and is building three miles.

The Atlanta, Knoxville and North Carolina has a ten mile branch from North Town to Appalachicola nearly completed.

The Atlantic and North Carolina is surveying a branch of fifteen miles from LaGrange to Snow Hill.

The Caldwell and Northern has surveyed an extension from Collettsville, nine miles west to Hank, and the Elizabeth City and Western, a new line from Elizabeth City on the Norfolk and Southern, about forty miles to the Seaboard, has been surveyed.

The Fayetteville and Albemarle from Southern Pines to Fayetteville, thirty-three miles. Eight miles have been graded eastward.

The French Broad and Southern has proposed an extension from Toxaway to a point near Wallaha, S. C.

The Great Eastern is projected 137 miles via Trent, Snow Hill to Douglas Bay, on Pamlico Sound.—The grading has been completed from Fremont to Snow Hill. The promoters of this road expect ultimately to extend it on from Fremont to Raleigh. Mr. J. W. Lynch, of Kingston, is president.

The Norfolk and Western is building three branches in the State. The first branch is from a point one mile this side of Grayson, Va., where the North Carolina division crosses the River to extend to New River. Cotton factories and other industries are to be reached. The branch is to be about sixty-four miles into

North Carolina. Another branch is being built from Chesnut Yard, Va., south to the blue iron ore in Ashe County.

The Stone Mountain Railroad on Roaring River, to an southeast via Stone Mountain to the coal fields of Virginia, is projected. It is from 1:6 to 1:75 miles.

The Suffolk and Carolina extension from Ryland, N. C., south seventeen miles via Center Hill to Edenton, is proposed.

Blue Ridge and Atlantic from Tullahoma Falls, S. C., to Franklin, N. C., 140 miles, is projected.

The Eureka Lumber Company of Fannie, N. J., is building from Marble to timber lands. The contract has been let for seven miles.

The McMillen Lumber Company is projecting a road from Bowdens to Newton Grove, seventeen miles.

The Ohio, Tennessee and Carolina, from a point near Jellico, Tenn., to Knoxville and then in North Carolina at Little River.

There are two lines projected to Southport. One of these is the Southport and Western Railroad. This road has been incorporated with the privilege of building a railroad from Southport to Wilmington and thence north-west across the State to the Tennessee line.

LIVE ITEMS OF NEWS.

Many Matters of General Interest in Short Paragraphs.

At The National Capital.

It is reported that the Dowager Empress of China has become displeased with the popularity of Minister Wu Ting-fang.

Secretary Long has determined to increase the efficiency of the navy by assigning junior officers to the engineering department.

In his annual report Second Assistant Postmaster-General W. S. Shallenberger recommends faster mail service to the Orient and the re-establishment of the pneumatic tube service.

Six breweries of Louisville, Ky., have combined, with \$3,500,000 capital.

The Industrial Commission ceases to exist on December 15 by operation of law.

The election of Gorman to the United States Senate from Maryland is assured.

Crude rubber has dropped 10 cents a pound, but the manufactured goods will not be reduced.

Several of the largest sardine factories in Maine will close because of low prices prevailing for their product.

The Sunny South.

A son of ex-Gov. Merrimon was shot and seriously wounded at Asheville, N. C., Wednesday by a 15-year-old girl that he had ruined.

The cigar-makers who were arrested in connection with Monday's disturbance in Havana, are still in jail. A number of workmen will sail for Tampa.

Prof. Joseph H. Ketrin, who founded Kingsley Seminary at Bloomingdale, near the Virginia-Tennessee line, 20 years ago, and had been its president ever since, died Thursday night, aged 64 years.

A freight wreck occurred on the Norfolk and Western road at Ironville, just east of Blue Ridge Springs, yesterday. About 15 freight cars laden with coal were smashed up. The wreck occurred in a deep cut and all trains were tied up. The wreck was caused by the flange of a wheel breaking. No one was injured, but the damage is very great.

Robert Jacobs is believed to be fatally injured as the result of an accident at the Suffolk Clay Company's plant. He fell on a revolving shaft, the bolts of which caught in his clothing just below the belt and carried him over rapidly. When Jacobs was finally clashed to the ground most of his clothing was gone and he was badly lacerated.

At The North.

Ten people were burned to death in a theatre fire in a Wisconsin town.

The immense plant of Bilwirth Porter and Co., manufacturers of steel rods and spikes, at Pittsburg, was damaged by fire Wednesday night to the extent of \$250,000.

At least 15 persons were killed and a property loss of \$500,000 was sustained by a fire in Hunt, Wilkinson and Co.'s furniture warehouse, Philadelphia.

The Interstate Commerce Commission gave a hearing in New York on complaints that unjust discrimination was practiced in favor of Baltimore's grain trade.

The Standard Oil Company has declared a dividend of \$3 per share, payable December 16, making \$47 per share for the calendar year, which is the same amount as last year.

GROWTH OF TRADE.

Statistics Showing The Increase of Our Shipping.

IT HAS BEEN NOTABLE THIS YEAR

Despite Our Remarkable Increase But Little More Than 5 Per Cent. of the Country's Commerce is Carried By American Vessels.

Washington, Special.—The report of Mr. Chamberlain, the United States Commissioner of Navigation, states that the past fiscal year has been the third successive year of notable prosperity and growth in American shipping, exceeding the two previous years. The extent and nature of work under way or projected in shipyards promises an even greater growth for the current fiscal year. American tonnage has now attained practically the former maximum of 1861. The figures of 1901, compared with 1891, show an increase in foreign trade vessels from 124,554 tons to 4,582,683 tons (two-thirds of this increase being on the Great Lakes), a decrease in foreign trade vessels from 2,995,894 tons to 879,255 tons and a decrease in whaling and fishing from 235,754 to 19,900 tons. Of our total tonnage 3,823,291 tons are wooden vessels, and only 1,901,017 tons are iron or steel. In 1900 Great Britain launched 1,449,000 tons of steel vessels. Although registered American vessels increased 62,425 tons during the year, American vessels carried only 3.2 per cent. of our exports and imports, the smallest percentage in our history.

Our fleet of ocean steamers in foreign trade, the report says, is too small to be compared with that of foreign nations. American vessels with the fleets of four large British and German steamship corporations, each of which exceeds the American fleet in tonnage, mileage and business. The tonnage built and documented in the United States during the past fiscal year comprised 1,558 vessels and 182,469 gross tons. The steel vessels under construction or under contract during the current fiscal year will much exceed similar tonnage built in any previous year. The bureau is advised in building steamers in 1901, and of 500 tons under contract of 255,645 gross tons, to be valued at about \$16,000,000. Besides these, 71 naval vessels of 251,145 tons displacement are building at contract prices of \$78,000,000. In this work 41 plants with a capital of about \$58,000,000 and employing about 46,000 men are engaged. The building of ten trans-Atlantic steamers presumably rests on anticipated legislation by Congress. Six for the Atlantic Transport Line are building from the same plant used in building steamers in England for the same company. The cost of a steamer of the "Minnehaha" type will be \$1,546,000. The British cargo steamers will be \$729,000, for which the British price ranges from \$524,000 to \$456,000.

The difference in wages on American and foreign vessels is considered in detail. In illustration, the pay roll (excluding master) of 250 men on the steamer St. Louis is \$11,200; of 427 on the British steamer Oceanic is \$9,000, and of 500 men on the German Kaiser Wilhelm Der Grosse, \$7,715. The German is the fastest steamship and the American is the smallest. The report contains a detailed statement of the foreign voyages of American vessels last year, showing that the American flag was carried by 10,000 tons of the North Atlantic during President Jefferson's embargo (1808) or during the crises of the Alabama that at present. Foreign shipping in our Pacific trade has doubled in three years.

The purchase of the Island Line is considered as evidence that American capital is willing to invest in ocean steamships, that there is an advantage to American exporters in American control of ocean steamships, even if not under the American flag. That in the coming development of our ocean transportation facilities the union of trunk railroad lines and the steamship corporation will be an important factor. Including the Leyland purchase American capital owns fully 670,000 tons of steamers under foreign flag, which in actual carrying power exceed all American vessels now engaged in foreign trade. The War and Navy Departments also own 1