

UNITED STATES EXPORT RECORD FOR 1901.

The complete returns regarding the foreign commerce of the United States for the fiscal year ending June 30, 1901, indicate that, on the whole, our export trade is in a satisfactory condition and is expanding in many of the more important lines and in many leading foreign markets with gratifying steadiness. It is somewhat disappointing to find that exports of manufactures have fallen off from \$423,851,756 to \$419,599,173, a loss of \$4,252,583, or 5.3 per cent, although this decrease is far more than compensated as regards the total exports by the remarkable gain in exports of agricultural products, which increased from \$325,828,123 to \$444,599,568, or 12 per cent. The other groups of exports, products of mines, forests, and fisheries, each show moderate gains, and the total exports of domestic merchandise increased from \$1,770,752,571 to \$1,849,452,899, or a gain of 4.5 per cent. Exports of foreign merchandise also increased substantially, from \$23,719,511 to \$27,501,748, or 15 per cent.

Taking up the exports of domestic merchandise by articles and countries, some light is thrown upon the decline in exports of manufactures and the condition of our foreign trade in leading lines of manufactured goods is clearly shown. Exports of agricultural implements for the last fiscal year aggregated \$16,213,434, an increase of about a quarter of a million over last year and of nearly four millions over 1899. Exports to Great Britain, to Continental Europe outside of France and Germany, to Australia and Asia increased largely, while those to France, Germany, Argentina and Mexico showed serious declines. Exports of live cattle increased by nearly seven millions and those of horses and sheep by about one million each. Exports of iron and steel increased by about thirteen millions, due almost wholly to large increases in exports of wheat and wheat flour, corn exports falling off nearly three millions, and barely eight and a quarter millions, or 74 per cent, over 1899. Exports of bicycles continued to decrease, the total for the year just closed being \$2,515,729, a loss of over a million dollars from the preceding year, of three millions as compared with 1899, and of four and a half millions from 1898. This decline is, however, no greater than that of the other leading exporting nations in the same line, and is due largely to the fact that most countries that formerly imported their wheels now manufacture their own, while the general demand for these articles has also decreased the world over. Exports of cars for steam and other railways and of carriages increased from \$6,352,461 in 1900 to \$8,465,000.

In 187 this year. It is worthy of note that exports in this line increased to the greatest extent in the case of Mexico and Central and South American countries. Exports of cement, chemicals and clocks and watches showed gratifying increases. Exports of coal aggregated \$2,237,496, of which nearly fourteen millions were bituminous. This is a gain of almost three millions as compared with last year, and of over eight and a half millions since 1899. Exports to every foreign market except Mexico showed substantial gains. Exports of copper fell off fourteen and a half millions, but those of raw cotton increased from \$24,332,737 to \$31,673,443, a gain of \$7,340,706. Exports of manufactured cottons were \$14,136,937, a loss of four millions, due largely to decreased shipments to China, that country taking only \$4,552,254, as compared with \$8,783,134 last year and \$9,823,253 in 1899. Exports to Central and South America and the West Indies, on the other hand, showed substantial gains, although Mexico and Porto Rico and Hawaii are no longer included in the statistics. Exports of fertilizers decreased, as did exports of gunpowder and explosives, those of glass and glassware, of india rubber goods and ink, on the other hand, showing satisfactory gains. Electrical apparatus continues to be sent abroad in increasing quantities, the total for the year being \$7,361,231, a gain of nearly a million over last year and of nearly three millions over 1899.

Exports of the most important group of manufactures classified, namely, products of iron and steel, aggregated \$17,319,270, as compared with \$12,913,548 last year, and \$9,716,031 in 1899. Exports of iron in the crude form increased considerably, notably those of pig iron and blooms, which increased from \$41,695 last year to \$3,158,239 this. Exports of steel rails also showed a gratifying advance, the total being \$10,541,159, being more than double that of 1899. Exports of steel plates and of structural iron and steel also increased materially. Exports of builders' hardware and tools not elsewhere specified fell slightly, as did exports of cutlery, while those of firearms decreased considerably. Electrical machinery shipments gained a million and a half, while those of cash registers and laundry machinery increased slightly. Exports of metal-working machinery, on the other hand, declined more than three million dollars, and those of pumping machinery more than a million, while exports of printing presses, sewing machines, shoe machinery, locomotives and boilers for stationary engines fell off considerably, the loss in the case of locomotives amounting to almost \$1,500,000. Exports

of stationary engines and of typewriters showed gratifying gains, and the foreign trade in miscellaneous machinery, which amounted to over twenty millions of dollars, showed a falling off as compared with last year of only four per cent. In other lines the steel goods American exporters held their own fairly well, except in the case of wire nails, and pipes and fittings which showed serious declines. In contrast with the unfavorable showing just alluded to, exports of jewelry, lamps, sole leather, etc., showed satisfactory gains. Exports of upper leather fell off somewhat, but the foreign trade in shoes showed gratifying progress, amounting to \$5,526,209, as compared with \$4,276,656 last year and \$2,711,356 in 1899. Exports of boots and shoes increased to every country in the world that is separately recorded by the treasury department. Petroleum exports declined four millions, while those of cotton seed oil increased by two millions. Exports of paints and of paper continue to increase steadily, and exports of provisions (meats and meat products) increased by twelve millions. Exports of tobacco, both raw and manufactured, and of wooden furniture decreased somewhat.

Reviewing these returns, it appears that the increase in exports of all kinds was due principally to the heavy gain made in foreign shipments of cotton (72 millions), breadstuffs (13 millions), provisions (12 millions), and live cattle (7 millions), all of which are classed as "products of agriculture." The principal decrease of exports of manufactures are copper (4 1/2 millions), petroleum (4 millions), and manufactures of iron and steel (2 1/2 millions). Of these, the two first mentioned may be regarded as manufactures at all, and fluctuate widely with the varying conditions of the market, while the decline in the third is almost wholly due to seasonal conditions of China that are already nearly at an end. The decreased exports of iron and steel products are somewhat disquieting, but are readily accounted for by the fact that the remarkable period of industrial development in Europe which called for such great quantities of American machinery last year is now at an end. As outlined above, the situation in all other lines of manufacture is exceedingly satisfactory, notable increases being recorded in most leading lines. Unquestionably, the omission of Porto Rico and Hawaii from the treasury statistics has also tended somewhat to make an apparent decrease in exports of manufactures, since the exports to these countries consist to a considerable degree of manufactured goods.—Dun's Review.



A CONCOMITANT.
The angler baits his fishing hook
With worms that he has dug,
And while he waits for bites one hears
The gurgle of the jug.



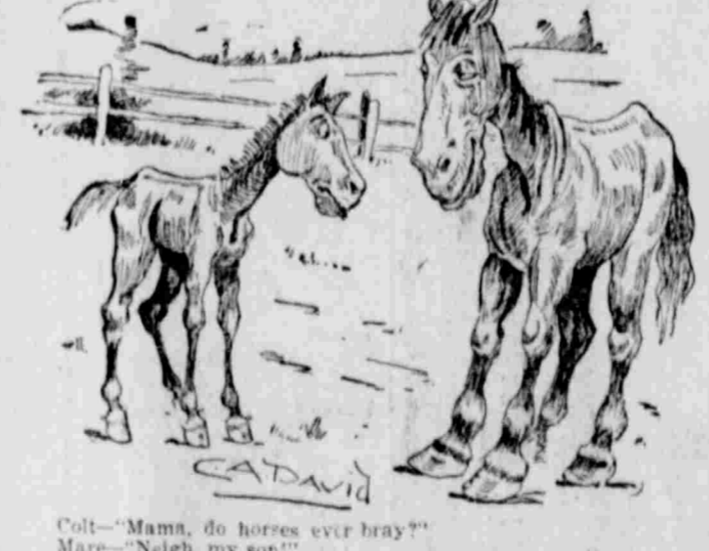
Bill—Say, Weary, don't dat combination make yer head swim?



POKER THOUGHTS.
De Long—I've just been reading a story about a man who had the largest hand in Chicago.
De Short (absently)—How much was in the pot?



What HE SAID.
Uncle Bob—There's a nice box of blocks for you; now, what do you say for them?
Tommy—Boo-hoo! Why didn't ye buy a pair o' boxin' gloves, a punchin' bag or a couple o' broad'seats?



Colt—"Mama, do horses ever bray?"
Mare—"Neigh, my son!"



A WISE HEAD.
Bell—I'm going to get married.
Nell—What for? You don't know when you're well off?
Bell—That may be, but I know when the fellow's daddy is well off.

Vienna Shoemakers Protest Against American Goods.

The New York Herald's European edition publishes the following from its correspondent:
Vienna, Friday.—The news of the establishment of American shoe depots in Vienna has caused great uneasiness among the master shoemakers and in the councils of the Shoemakers' Guild. Herr Bitza, president of the guild, says:
"The establishment of American shoe depots in Vienna will be attended with absolutely tragic consequences so far as the Vienna shoemaking industry is concerned. Agents of the American syndicate are already in Vienna engaged in hiring commodious premises in each ward wherein to establish shoe stores."
"What renders the matter still more hard on Vienna shoemakers is the cir-

cumstance that Americans will not send 'shoddy' goods to Vienna.
"The leather which they employ is already well known to the Viennese, being used by local shoemakers. It is fine, thin and soft, but a thoroughly durable leather, and has been worn in Vienna for years past by people of the upper classes."
"It is only the workmanship that can be better in Viennese shoes, because Viennese shoemakers employ hand labor, while the Americans use machinery."
"The American syndicate owns a big shoe factory in Philadelphia, in which a pair of shoes can be made in from thirty to thirty-five minutes. A customer only needs to come to the factory to give measurements, and while he is reading the New York Herald the shoes are made and he can take them away spick and span in half an hour."
"The cost of labor amounts to 25 kreuzer a pair, consequently American shoes are from 2 1/2 to 3 guilder cheaper

than those produced by Viennese shoemakers.
"It is thus comprehensible that it is quite impossible for Viennese shoemakers to enter into any competition whatever with such a gigantic enterprise."
The guild has approached Dr. von Koerber, the prime minister; Baron von Call, the minister of commerce, and Count Killmansegg, the Statthalter, with a view of stemming American competition.
These officials declared that the situation of the shoemakers is very lamentable, but that nothing could be done to alleviate it now and the shoemakers must help themselves.
In the middle of September a month's meeting will be held in the Volkshaus. Already six thousand shoemakers have announced their determination to be there.
The day on which the American shoe agents are to open a very stormy one, for the shoemakers are determined to prevent by force their establishment.

SCIENTIFIC MISCELLANY.

When living matter is stimulated by an electric current, an explosive charge is locally excited that gives an indication in the galvanometer. This is called by Waller a "blaze current," and when in the same direction as the stimulating current is considered by him as certain evidence of life, but in the opposite direction it cannot be distinguished from a counter-current due to polarization. Recent experiments have confirmed the interpretation of the direct current. Beams not more than a year old all showed blaze currents and all grew vigorously, but seeds grown in 1890 showed no perceptible blaze currents and none of them germinated. Anesthetics, cold, and soaking in water reduced the force of the blaze currents.

and many more in Italy. It is supposed that the atmospheric whirls set up by gunpowder explosions in a mortar will long penetrate the clouds with sufficient force to prove effective in the Australian meteorological service, a whirl with an initial velocity of 200 miles an hour was reduced to about 75 miles an hour at a height of 125 yards and it was estimated that no whirl could reach 450 yards.
The weight of a single bacterium has been calculated by Th. Nogel at one ten-thousandth-millionth of a milligram. The length of a generation is from 15 to 40 minutes, and Cohn has estimated that a single germ can produce by simple fission two of its kind in an hour, which might multiply to four in two hours, and in three days to 4,772 billions, weighing 7,500 tons. Fortunately conditions never favor full development, so that the numbers are kept down by starvation and otherwise.

power, and greater preservative power than ordinary alcohol.
A remarkable animal called the helio-doterium has been hitherto known only from fossil remains which have been found abundantly in Greece. Sir Harry Johnson has reported the interesting discovery that these animals still exist in the Semliki forests, and two skulls and a complete set of teeth have been obtained for the British museum. The creature is called by the natives the okapi. It is about as large as an ox, has a giraffe-like neck, ass-like ears, and a tapir-like head. It is almost crimson in color. Its body is mostly a deep reddish brown, the hind quarters and legs being striped in purple-black and white. It has traces of three horn-cores.
It has been supposed that the "sweating" of frozen meat during defrostation is frozen due to an exudation of moisture. It gives the meat an unsightly appearance, and thereby lessening its value, and this fact gives importance to the discovery of Mr. A. H. Chapman, a New Zealand sheep farmer, that the moisture is drawn from the surrounding atmosphere by the perfect proof covering for the thawing meat. It is claimed that carcasses treated in this way could scarcely be told from those fresh killed, and frozen mutton is expected to become more acceptable to the London market.

HAZEN AFTER FOSBURG SLAYER.



W. P. HAZEN.

The rich relatives of May Fosburg, the murdered girl, are expending no expense track down the manufacturer responsible for the crime. W. P. Hazen, ex-chief of the United States Secret Service, is at the head of the search and promises a speedy capture.
The flowering of potatoes has been found by M. Michalet to withdraw much starch from the tubers, and experiments in France have convinced him that the product of the plants may be improved by removing all blossoms.
Instructive experience with acetylene for lighthouse use has been gained at Genoa. A small light having proved satisfactory two years ago, one of the first class was tested last winter, and for 1,000 hours gave perfect results. It was noted that the electric light of Tino, 40 miles away, could never be seen from Genoa, although the Genoa acetylene light was visible at Tino. Yet the electric installation at Tino cost \$2,000, France a year, while it is estimated that the acetylene light at Genoa will cost but 1,500 francs.
The swelling of peas on wetting has been found by Dr. D. T. MacDougal to be capable of exerting a pressure of 3 atmospheres, or 120 pounds per square inch.

REGULAR TIME CARD.
In effect July 15, 1901.
SALT LAKE BEACH.
(Salt Lake & Los Angeles Railway.)
Leave Salt Lake City. Leave Salt Lake Beach.
10:30 a. m. 1:00 p. m.
2:20 p. m. 3:20 p. m.
4:20 p. m. 5:20 p. m.
6:20 p. m. 7:00 p. m.
7:55 p. m. 8:20 p. m.
8:55 p. m. 9:45 p. m.
11:00 p. m.
Trains leave R. G. W. Depot.
Round Trip, 25c.
W. J. BATEMAN, WM. McMILLAN,
General Manager. Gen. Pass. Agt.

ONE NIGHT OUT.
Train Service
COLORADO TO CHICAGO.
On June 18th, the Rock Island will establish "One Night Out" train service, Denver and Colorado Springs to Chicago. Trains will leave Denver at 1:15 p. m., Colorado Springs at 1:30 p. m., arriving at Omaha at 6:00 a. m., Des Moines at 10:00 a. m., and Chicago at 7:00 p. m. Connections made at Omaha with connecting lines for Minneapolis and St. Paul. The equipment of this train will be up to date in every way, containing the most modern improvements both for comfort and safety, and will consist of composite library car, sleeper, chair car and diner. The high class service of this "One Night Out" Rock Island train together with the exceedingly low rates to the East in effect on that road beginning June 20th, will insure a most liberal patronage.

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RIO GRANDE WESTERN and DENVER & RIO GRANDE
Current Time Table.
LEAVE SALT LAKE CITY
No. 6—For Grand Junction, Denver and all intermediate points 8:30 a. m.
No. 2—For Provo, Grand Junction and all points East 8:15 p. m.
No. 4—For Provo, Grand Junction and all points East 8:20 p. m.
No. 10—For Brigham, Lehi, Provo, Heber, Mand, Marysville and intermediate points 8:00 a. m.
No. 8—For Eureka, Payson, Heber, Provo and all intermediate points 5:00 p. m.
No. 5—For Ogden and the West 9:30 a. m.
No. 3—For Ogden and the West 11:00 p. m.
No. 1—For Ogden and the West 1:00 p. m.
No. 42—For Park City 8:10 a. m.
ARRIVE SALT LAKE CITY:
No. 5—From Provo, Grand Junction and the East 9:31 a. m.
No. 1—From Provo, Grand Junction and the East 12:50 p. m.
No. 3—From Provo, Grand Junction and the East 10:50 p. m.
No. 8—From Provo, Heber, Mand, Marysville and intermediate points 8:01 a. m.
No. 6—From Ogden and the West 8:30 a. m.
No. 2—From Ogden and the West 8:03 p. m.
No. 4—From Ogden and the West 8:10 p. m.
No. 7—From Eureka, Payson, Heber, Provo and intermediate points 10:30 a. m.
No. 41—From Park City 6:40 p. m.
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G. P. A., Missouri Pacific Ry., St. Louis, Mo.
C. P. A., Missouri Pacific Ry., Salt Lake City, Utah.

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Next time you go East via Denver and the Burlington Route, pay particular attention to the sleeping car porters. You will find that on the coast sleeves of most of them are one, two, three or four bars of silver lace. Each bar stands for five years of service. The badge is reassuring. It means that its wearer is honest, civil, and obliging. If he were not, do you suppose he could have held his position as long as he has?
Three sleepers for Omaha and Chicago via the Burlington leave the R. G. W. depot daily at 2:15 p. m. Tourist Cars, Wednesdays and Fridays.
Drop in and let us quote rates and give you full information about our service.
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Salt Lake Office, 79 West 2nd South St.
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