A CENTURY OF UNITED STATES FOREIGN TRADE

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THE OREGONIAN'S HOME STUDY CIRCLE: DIRECTED BY PROF. SEYMOUR EATON

COMPARATIVE STUDIES OF TWO CENTURIES

By O. P. Austin.

II.

To compare the commerce of 1900 with that of 1800 is to contrast the railway, the steamship, the telegraph and the telephone of today with the Conestoga wagon, the sailing vessel and the mail coach of a century ago. Then railways and steamships and telegraphs were unknown, and as a consequence only the little margin of territory bordering directly upon the rivers, lakes and oceans could successfully participate in that which is now usually designated as commerce. To be sure, the term commerce applies, strictly speaking, to the interchange of commodities or traffic in merchandise wherever found, but the term today is usually meant to apply to exchanges between nations, continents or great business centers. The commerce existing among the continents a century ago was necessarily carried on by sailing vessels. True, experiments with steamboats had been made in the closing years of the 18th century, but they had not been put into practical operation until after the beginning of the 19th century, it being in 1819 that the steamer Savannah made her voyage from Savannah, Ga., to Liverpool, England, occupying even then 22 days for a trip which steamships now easily make in a week. The first vessel engaging in commerce between New York and China occupied from February 22, 1784, until May 11, 1785, nearly 15 months, in making the trip to that country, disposing of its cargo and reaching New York with the goods which it brought in exchange. The railway, of course, did not come until toward the middle of the century, and as a consequence only the little margin of land bordering upon the lakes, rivers and oceans could participate in the interchange of the heavier commodities, since transportation by wagons or pack animals was extremely slow and expensive, making profitable interchange impossible except in the extremely light and very valuable articles. The caravans which transported the silks and spices from the Orient to European countries consumed many months in their trip, and the heavy expense of transporting even the lightest and most valuable articles was increased by the heavy losses by reason of bandits on land, while the vessels which transported goods by sea were also in constant danger from pirates who swarmed the most frequented parts of the ocean. A month was consumed in sending communications or merchandise between the United States and those parts of Europe which are now reached by telegraph in a few moments, and by steamships in less than six days. Communication which is now instantaneous not only among cities upon our own continent but among the various continents and all parts of the world then was no more rapid than the transmission of merchandise. The sale or purchase of goods in Europe or the Orient, which is now frequently performed by wire in a few minutes, was then measured by weeks or months, and this relates as well to the transmission of the necessary funds for completing a business transaction as to the mere order for the purchase or sale of the articles entering into commerce. Then weeks were occupied in sending an order for the purchase of goods, and it had to be accompanied by actual money current with the trader at all points, which thus lay idle during the long period occupied by its transmission. Today both the order and the funds may be transmitted from city to city and continent to continent in a moment of time. Then a fringe of territory from 15 to 30 miles in width along the navigable waterways was all that could successfully forward its heavier products to the market, and as a consequence vast areas of productive land and untold supplies of mineral wealth lay untouched, undeveloped and valueless from a commercial standpoint.

But with the application of steam power to land transportation conditions quickly changed. Railways permeate our entire country and bring every part of it into touch with every other part, and with all the world. This is true in that nearly all these great transporting facilities are steadily pushing their way toward the equator, and also gaining a foothold in the south temperate zone, and thus bringing its enormous areas of fertile land and productive forest into touch with the great consuming world. The cost of railway construction has been greatly reduced, and with this the cost of transportation, so that many articles which only a few years ago could not enter into commerce now form an important feature of the transactions between the great business centers of the globe.

The advance of transportation facilities upon the ocean has been almost as wonderful as upon the land. In the first quarter of the century commerce was compelled to rely upon the sailing vessel for the transportation of bulky as well as the more valuable and costly articles of merchandise. When toward the middle of the century the construction of iron vessels began, and almost simultaneously the screw propeller was substituted for the paddle-wheel steamer, the wonders of ocean transportation developed very rapidly. These improvements in turn were followed by the use of steel instead of iron, by which the carrying power of the vessel was increased 20 per cent. With these developments came an enormous increase in both size, speed and carrying power of the vessels, and the great steel steamships which today ply the ocean in every direction carry each as much as a considerable fleet of sailing vessels carried at the beginning of the century. They transport goods with much greater speed and at a trifling cost compared with that of earlier periods. Not only have they an enormous advantage in speed and carrying capacity, but in the matter of safety and the power of propulsion against head winds and storms there is given to ocean traffic an enormous advantage over that of the beginning of the century. Another great gain to ocean traffic which has come with the last half of the century is the elimination of piracy from the seas and the freedom from losses of property and even life from these causes.

It is impossible in the limits of a study of this character to do more than outline the causes of the wonderful change in commerce, and especially in international commerce, and to suggest some of the more prominent facts with reference to its growth, both as to causes and results. As already indicated, the causes are the increased facilities for the production and transmission of articles entering into commerce and of rapid transmission of thought between man and man in whatever part of the world. At the beginning of the century telegraphs and cables were unknown, and it was not until after the middle of the period under consideration that they began to contribute to the facilities of commerce, while the practical application of steamships and railways was but slightly earlier. At the beginning of the century there were no steamships and the tonnage of the world's shipping was, in round terms, 4,000,000 tons. With the application of steam the carrying power of a vessel was greatly increased, because with the increased speed it could make so many more trips in a given time, and as a consequence statisticians usually estimate that the annual carrying power of a steam vessel is four times that of a sailing vessel of equal tonnage. Hence the introduction of steam upon the oceans and rivers multiplied very rapidly the carrying power of the vessels, so that the carrying power of the world's shipping, which in 1800 was 4,000,000 tons, had by 1850 become 15,000,000 tons, by 1875 30,000,000 tons, and at the present time is probably 65,000,000 tons. The latest official information puts the tonnage of the sailing vessels in 1899 at over 10,000,000 tons and that of steam vessels at over 13,000,000 tons, and reducing this to the sail standard, by which everything was measured a century ago, gives the "carrying power" at about the figure named.

Meantime railways, which are to the land all that steamships are to the ocean, and even more, because they bring all of the land surface in contact with the water upon which sail or steam vessels may transport goods, have increased with equal rapidity. At the beginning of the century there were almost none; by 1850 the total mileage of railways in the world was, in round terms, about 25,000 miles; by 1875, however, the total reached nearly 200,000 miles and now amounts to 450,000 miles, or sufficient to engirdle the earth 18 times. The total value of the commerce between nations, which at the beginning of the century was less than $2,000,000,000, is now about $20,000,000,000.

There are other causes which account in part for the rapid growth of the world's commerce. A century ago the commerce of the Orient was a sealed book to the nations of Europe and America. True, the great commercial companies of Europe—the East India Company, of England, and similar but less powerful organizations in other European countries—carried on commerce in a limited way with India and China, establishing what they called "factories" at points on the coasts of those countries, where a limited commerce was carried on with the immediately surrounding population through the medium of local merchants. The factory, so-called, was not a factory in the sense in which the word is now generally used, but a depot where the company deposited its goods and sold them through a "factor," or agent, who was placed in charge of them. These factors were only permitted to transact business through certain individuals designated for that purpose, this being especially the case in China, and it was not until nearly the middle of the century that Great Britain, closely followed by the United States, brought about the opening of trade in China. In 1853 the United States accomplished the same results in Japan. These incidents were quickly followed by a general awakening of interest in commercial matters throughout the Orient. As a result, the commerce of the countries lying commercially adjacent to Manila, now so familiar to the people of the United States, at present amounts to more than $2,000,000,000 per annum, their purchases alone from other parts of the world amounting to $100,000,000 for every month in the year—a fact which seems to justify the people of the United States in now expecting increased commerce with that part of the world.

As to the share which the United States has had in this wonderful development of commerce, and the part which it now plays in the enormous traffic of the world, the story is one of equal interest, and discloses developments even more rapid and more surprising. At the beginning of the century our total commerce amounted to but $160,000,000 against more than $2,000,000,000 today, and even that was something phenomenal as compared with only a decade earlier. The record of American commerce in the opening years of the century is a peculiar one. The wars between the great nations of Europe had rendered it almost impossible for European shipping to engage in international commerce, both because of the destruction of ships by those of the countries which were at war with each other and by the fact that their people and their shipping were compelled to give their attention to these wars. American sailing ships, known as "clipper" ships, were then the finest and fastest in the world, and as a result of these conditions in Europe they obtained a large share of the carrying trade of the world. This fact, coupled with the increasing supplies which the people of the United States were able to furnish to meet the wants of Europe, legitimately increased our commerce very considerably. In addition to this, however, our apparent commerce was greatly swelled by peculiar circumstances. The laws of Great Britain prohibited the transportation of commodities between her colonies and the mother country in other than British ships; but as this was then impracticable, and there was great demand in England for the products of the colonies, the laws were construed to permit the transportation of this class of goods in American vessels, provided the goods from the colonies were first landed in the United States, and so could be reported as exports from this country. A further construction permitted vessels loading in the British colonies merely to touch American ports, and, without even unloading the goods, report them as imports into and exports from the United States. As a consequence, this peculiar condition apparently swelled our commerce greatly, and accounts in part for the fact that it increased from $43,000,000 in 1790 to $161,000,000 in 1800, and to $246,000,000 in 1807. With the troubles which arose between the United States and Great Britain, however, with reference to the impressment of American sailors, and which led to the War of 1812, this apparently enormous increase quickly disappeared, and the records of our commerce, which in 1807 showed a total of $246,000,000, dropped to $89,000,000 in 1808, and to $20,000,000 in 1814, under the embargo act and the activities of war. With the close of that war commerce resumed something like normal conditions, and gradually increased, although it was not until 1824 that our exports reached as much as $100,000,000, save in the years 1806 and 1807. From that time to the middle of the century growth was fairly rapid, and in 1853 the exports for the first time reached $200,000,000, while the imports in two preceding years—1851-2—had passed that figure.

With the phenomenal changes in transportation methods which began to make themselves felt about the middle of the century, our commerce increased rapidly. Large tracts of land, capable of producing the articles which the world required, were brought under cultivation, and the construction of railways and steamships so facilitated transportation that our exports increased enormously. This was especially true of cotton and breadstuffs. With the general activity which followed the close of the war—the great increase in railway construction, the construction of the transcontinental lines, which opened vast grain-producing areas and increased our ability to supply the world's demand for breadstuffs—came another increase, and by 1860 the exports for the first time reached $300,000,000, and 1871 had passed the $400,000,000 line. Quickly following this came the development of our manufacturing industries, and with it the beginning of exportation of manufactures, which in 1860 amounted to only $40,000,000, in 1870 to $68,000,000 and in 1880 to $182,000,000. As a consequence of these developments in production and manufacture our exports in 1873 passed the $500,000,000 line, in 1877 the $600,000,000 line, in 1879 exceeded $700,000,000 and in 1880 were more than $800,000,000. In 1881 they were more than $900,000,000, in 1892 more than $1,000,000,000, in 1898 over $1,230,000,000, and in 1900 seem likely to reach $1,250,000,000.

Meantime the imports have increased, but not nearly so rapidly as the exports, since our country has especial facilities for producing nearly all of the articles which its people require. Imports, which never reached the $200,000,000 line until the middle of the century, exceeded $300,000,000 by 1856, $400,000,000 by 1861, $500,000,000 by 1871, $600,000,000 in 1872, $700,000,000 in 1888 and passed the $800,000,000 line in 1891.

The principal change in recent years in our importations is in the character of the articles imported rather than in quantity. This is due to the rapid development of manufacturing industries in the United States, by which our factories are every year supplying a larger share of the wants of our people, but for that reason are requiring additional quantities of raw materials from abroad, of the class which cannot be produced at home, such as fibers, rubber, hides and raw silk. The quantity of sugar, tea, coffee and other tropical products consumed by our rapidly increasing population is constantly growing, and in the demand for this class of articles of tropical growth for use as food or in manufacturing lies the cause of the principal increase in our importations during the last few years.

The developments of our commerce, its rapid growth and its change in character have not yet seen their limit. We are so rapidly increasing our production of the great articles required in all parts of the world—breadstuffs, cotton, iron and steel, coal, copper and manufactures of all classes—that there seems every reason to believe that we shall steadily increase our share in the world's commerce, as we have been doing for many years. Especially shall we advance in our ability to supply the wants of that great part of the world which draws its supplies of manufactures from the north temperate zone, and take in exchange its sugar, tropical fruits, coffee, tea and spices, its hides, rubber, fibers and silk, which we require for food or use in manufacturing.

O. P. Austin

Chief of Bureau of Statistics, Washington.

HUNTING A GRIZZLY.

Klickitat County Man Tells of Exciting But Unsuccessful Sport.

Mordecai Jones, a Klickitat County, Washington, fruitgrower, with a record for killing nine grizzly bears, is spending a few days at the Perkins. Mr. Jones did not slaughter these dangerous animals in Klickitat County, by any means, but principally in the Sierra Nevada Mountains of California. He does not think the Cascades are the natural home of the grizzly, but believes there is one old he fellow, keeping batch in the higher foothills around the base of Mount Adams. This grizzly's tracks have been seen by reliable persons at various times within the past seven years, but there are no authentic accounts of anyone taking a shot at him.

"The tracks," Mr. Jones said yesterday, are unmistakably those of a large grizzly, from what I can learn. They are 13 inches long and eight inches wide, and the claws extend to a length of five inches in front of the body of the tracks. Nothing but a grizzly could make a print like that."

The depredations of this bear have been confined to the killing of an occasional calf at seasons of the year when berries are scarce. Mr. Jones said the animal's tracks are seen at regular intervals in the various localities about the foot of Mount Adams. This regular itinerary is also characteristic of the grizzly, and Mr. Jones is therefore pretty sure the big bruin is in there somewhere, in company with a bearhunter named Stump, and about 30 dogs. Mr. Jones has taken frequent hunting trips after this particular bear, but has never yet personally caught sight of those mammoth tracks, though Mr. Stump vehemently avers having measured them frequently in the muddy hillsides as the snow was melting in the early Summer. Brown and black bears have been slaughtered on these trips, and the dogs therefore have obtained an insight into bear hunting, though the experience did not smack of the real danger supposed to attend the killing of a grizzly.

Mr. Jones has a kennel of 23 hounds at his ranch on the White Salmon River, some 20 miles north of the Columbia, and he usually takes an extended hunt after some grizzly or other every Fall. The dogs are trained not to molest deer, though an occasional couger is run to earth while on the scent for bear. While making their headquarters on the ranch, these dogs are fed on meal, which their master buys by the ton. "The canines," he said, "though carnivorous animals, thrive well on this meal diet, and are at the present time too fat to move with ease."

"Grizzly hunting," Mr. Jones continued, "is a dangerous game, because the bear will always make a rush for the hunter after being shot, unless the bullet strikes a vital spot, which is a very rare occurrence. The dogs are supposed to tackle him at this juncture, while the hunter, taking careful aim, bangs away at the unfortunate animal, endeavoring to lodge a bullet in its brain. The bear knows who is the real cause of his trouble, and pays no attention to the dogs, which hang to his flanks as he endeavors to reach the man behind the gun. At this juncture there is danger of shooting a dog or two, but the hounds have to take their chances. The gun I use is a Savage 33-caliber repeating rifle, which throws a steel bullet with a soft nose. The diameter of the bullet is very small, but the Savage is a wicked shooter." He intends to take another hunt after that grizzly in the Klickitat mountains, in company with Mr. Stump and the dogs, this Fall.

DAILY CITY STATISTICS.

Real Estate Transfers.

Jennie Caples to Wm. H. Saylor, lot 3, block 149, Caruthers' addition to Caruthers' addition; August 12, 1897. $1200

David L. Houston to Lewis A. Shaw, W. ½ of lots 1 and 2, block 308, Marshall's addition; June 8. $2150

Fred W. Hohanshelt to Henry H. Schmeer, lots 7 and 8, block 4; lot 3, block 2, Schmeer's addition; June 21. 1

Fred W. Hohanshelt to Minnie M. Schmeer, lot 2, block 14, Dunn's addition; June 21. 1

Henry M. Schmeer to Fred W. Hohanshelt, lot 2, block 14, Dunn's addition; June 21. 1

Henry H. Schmeer to same, lots 7 and 8, block 4; lot 3, block 2, Schmeer's addition; June 21. 1

Thomas Ryalls to Andrew Snover, undivided ½ of lots 3 and 4, block 8, Fairview; August 22, 1893. 300

Sheriff for Thomas Ryalls to Andrew Snover, lot 2, Shea's addition to Fairview, containing one acre; May 28. 300

Sheriff for Emerson B. Kelly et al. to Thomas Ryalls and Andrew Snover, 40 acres, section 12, T. 1 S., R. 3 E.; May 28. 1500

Sheriff for Julia H. Snover and John O. Snover to Thomas Ryalls and Andrew Snover, lots 10, 11 and 12, block 22, Fairview; February 1. 616

Wm. O. Waddell to Ney Churchman, N. ½ of lot 15, block 4, Market-Street addition; June 21. 750

H. T. Crossley to Ann S. Bagley, lots 4, 5, 6 and 7, block 4, Portsmouth Villa Annex No. 1; May 30. 88

H. T. Crossley to O. O. Benson, lots 4, 5, 6, 7, 8, 9, 12, 13, 14, 15, 17 and 18, block 1; lots 6 to 17, inclusive, block 21; lots 3 to 10 inclusive, block 3, Portsmouth Villa Annex; June 13. 960

J. K. Marlay and wife to Edward Fair, lots 5, 6, 7, and 8, block 5, Smithson's addition; October 19, 1896. 1

Sheriff for J. M. McIntire et al. to H. H. Northup, undivided ¾ of Horace J. McIntire and wife's D. L. C.; June 20. 2700

Anna Nelson and husband to Chas. McAfee, lot 5, block 4, Maegly Highland; June 20. 1550

Marriage Licenses.

Paul Berkman, aged 34, King County, Washington, and Henrietta Wolf, aged 24; J. D. Montgomery, 34, Alameda County, California, and Katherine Kuehs, 24; George L. Schroeder, 29, and Minnie D. Sutton, 18; A. F. Buche, 30, and F. T. Heiling, 24; Paul J. Sievers, 25, and Eleanor J. Osborne, 20.

Deaths.

June 18, Harriet Mangen, age 64 years, city, cancer of stomach.

June 20, infant of D. and M. Murphy, age 2 days, Good Samaritan Hospital, heart failure.

June 20, Florence Leloh, age 23 years, Good Samaritan Hospital, phthisis pulmonalis.

Births.

June 14, twin boys to the wife of David L. Povey, 871 Corbett street.

May 30, girl to the wife of George K. Freeman, 390 Ainsworth avenue.

Contagious Disease.

Mary Cully, age 4 years, Eighth and East Burnside, scarlet fever.

For 25 cents, you can get Carter's Little Liver Pills—the best liver regulator in the world. Don't forget this. One pill a dose.

WHEAT SHIPMENTS HEAVY

FIVE CARGOES HAVE CLEARED WITHIN A WEEK.

Exports for June Will Be Larger Than Usual—Ships Changing Flags—Lennox in Port.

The British bark Pirgramo cleared yesterday for Queenstown or Falmouth for orders, with 132,263 bushels of wheat, valued at $76,651. The vessel was dispatched by G. W. McNear, and finished loading several days ago, but has since been waiting orders, her cargo meanwhile increasing in value several thousand dollars. This is the second cargo in excess of 130,000 bushels to clear within a week, and since the East African departed, one week ago yesterday, over 300,000 bushels of wheat has been cleared from Portland. The Mabel Rickmers, which is about finished, will probably wind up the season's business, although there is a possibility that the Wendur and the Lizzie Bell may get away. The latter is held up for repairs, but the Wendur is about ready for cargo. The Marechal Villiers left up from Astoria yesterday morning, and another wheat-carrier, the Fifeshire, took her place at Astoria. The Darlech Castle is due from Honolulu, and the Frankistan is due from Nagasaki, so that the outlook for a July fleet of fair proportions is assured. The Rigel, from Nagasaki, is also due within the next fortnight.

UNDER NEW NAMES.

The Royal Forth Is Now the German Bark Henriette.

The Royal Forth, the largest sailing-ship that ever entered the Columbia River, has had her name removed from the marine registers, and in its place we find the German bark Henriette, which is the new name of this erstwhile lordly British sailer. The vessel left Portland for Europe last Fall, and while she was outward bound she was purchased by H. H. Schmidt, of Bremen, for $110,000. The Germans have also recently added to their fleet the British bark Somali, one of the largest sailing vessels in the world. This marine monster will now be known under the German flag as the Alsterdam, and is owned by the same firm as is the Alsterkamp, which loaded at Portland this season.

The old-timer, City of Delhi, previously reported as having been sold to the Germans, it now transpires, was sold to a Norwegian firm. Her new name is Alisa, and she hails from Christiania, and is owned by J. Johansen & Co. The City of Sparta is now the Norwegian ship Stant.

Fifeshire From Antwerp.

The British bark Fifeshire arrived in at Astoria yesterday afternoon, after a long trip of 161 days from Antwerp. She comes to Balfour, Guthrie & Co., with a full cargo of general merchandise. The trip was an unusually long one for one of the "Shires," and it is a wonder that some of the sportive reinsurance gamblers have not had her on the market before this. Two other cargo ships, the Penthesilea, from London, and the Deccan, from Hamburg, are now due at this port, both being out over 130 days. The Fifeshire is chartered outward for wheat, and will be brought up to Portland to discharge and load as soon as possible.

Lennox in Port.

The United States transport Lennox, the finest and safest animal transport in the Government service, arrived in at Astoria yesterday morning, and left up for Portland yesterday afternoon. The steamer will load back for the far East as soon as she reaches Portland, a full cargo of animals, forage, etc., awaiting her.

Domestic and Foreign Ports.

ASTORIA, Or., June 21.—Arrived at 7 A. M. and left up at 1:50 P. M.—United States transport Lennox, from Manila. Arrived at 4 P. M.—British bark Fifeshire, from Antwerp. Left up at 4 A. M.—French bark Marechal Villiers. Condition of the bar at 5 P. M., moderate; wind northwest; weather clear.

San Francisco, June 21.—Sailed—Schooner Charles R. Wilson, for Gray's Harbor; schooner S. Danielson, for Siuslaw River; schooner Louis, for Knappton; bark Eaton Hall, for Callao; W. H. Dimond, for Honolulu. Arrived—Steamer Del Norte, from Portland.

New York, June 21.—Sailed—La Champagne, for Havre; Auguste Victoria, for Hamburg, via Plymouth and Cherbourg; Friederich der Grosse, for Bremen, via Southampton. Arrived—Germanic, from Liverpool; Saale, from Bremen.

Liverpool, June 21.—Arrived—Belgenland, from Philadelphia.

Plymouth, June 21.—Arrived—Columbia, from New York, for Hamburg, via Cherbourg.

Queenstown, June 21.—Sailed—Majestic, from Liverpool, for New York.

San Francisco, June 21.—Arrived—Steamer Umatilla, from Victoria. Sailed—Steamer Robert Adamson, for Nanaimo.

Unalaska—In port June 7.—Steamer Lucilla, from San Francisco, May 15, for Cape Nome.

Seattle—Sailed June 20.—U. S. S. Egbert, for Cape Nome. Arrived—Steamer City of Seattle, from Skagway; steamer Queen, from Alaska. Sailed—U. S. S. C. P. Patterson, for Dutch Harbor.

Antwerp—Arrived June 19.—German bark Hyon, from Oregon.

Nagasaki—Arrived June 18.—British ship Centurion, from Philadelphia, for Oregon.

Port Townsend, June 21.—Passed up—Bark Levi G. Burgess, from San Francisco, June 13, for Tacoma. Arrived—Barkentine J. M. Griffiths, from Honolulu. Sailed—British bark Highlands, for Delagoa Bay.

Cherbourg, June 21.—Arrived, Columbia, from New York, via Plymouth, for Hamburg.

Bremen, June 21.—Arrived—Lahn, from New York.

Rotterdam, June 21.—Sailed—Potsdam, for New York.

New York, June 21.—Arrived—Graf Waldersee, from Hamburg and Plymouth.

Boston, June 21.—Arrived—Ivernia, from Liverpool.

EAST SIDE AFFAIRS.

Schmeer Not Likely to Contest the Election of Holbrook.

The official count of the votes of the Ninth Ward gives Frank Holbrook, Democratic candidate, a majority of 40 over William Schmeer, the Republican candidate, which is a gain of one vote over what the majority appeared to be before the official count. Mr. Schmeer before the official count stated that he would ask for a recount, but no further action in that direction has been taken. Mr. Holbrook has his certificate of election from the City Auditor. August Donnerberg, who was employed to watch the counting of the ballots at polling place No. 41, by the Democratic Central Committee, singularly enough made affidavit to the effect that Schmeer had been counted out at that place. He now says that he regrets that he may any such statement. There was also a report that one of the judges had a $50 bet on Holbrook, which is without the slightest foundation whatever. There have also been a good many street rumors concerning the count in this polling place for which there was no ground. All the judges and clerks of that polling place have expressed their desire for a recount of the ballots if Mr. Schmeer thinks he has been wronged, but do not believe there will be any change in the result. The secret of Mr. Holbrook's overcoming the large Republican majority in the Ninth is his strong personality and extraordinary activity in making a personal canvass. He let no grass grow under his feet from the moment of his nomination. If he rustles for the Ninth Ward as he did for his election, and his friends say he will, it will be heard from right along.

East Side Notes.

August Dippell has purchased a quarter block on Broadway, between East Eighteenth and East Nineteenth streets, and started construction on a cottage. He says he is doing his part to keep up McKinley prosperity.

All is quiet on Flint street, Albina, where part of the residents want the name changed to Transvaal avenue, in memory of the late South African Republic, and where others do not want the change made. The new Council will have to settle the controversy.

Rev. J. J. Walter, superintendent of Methodist missions in Alaska, has been taking a trip to Elk Creek, on the seashore, about 10 miles from Tillamook. There is quite a party with him. He is expected home today, when he will arrange to return to his post in Alaska.

Proctor & Beers, Pleasant Home, have just finished sawing out 185,000 feet of lumber for B. J. Reynold, on Columbia Slough, who is building a large barn and house and making other improvements. It is the largest single order for lumber filled by any of the local mills.

Dr. Wise, room 614, The Dekum.

MURDEROUS FILIPINOS.

Returned Soldier Tells of the Small Bands of Guerrillas.

Every little while a squad of disabled soldiers, returning from the Philippines to their former homes, in "the States," pass through Portland, spending the day at the Grand Central station, while waiting to connect with an East-bound train. Most of them have spent several months in the hospital at Manila, and after becoming as near cured as they ever expect to be, are provided with honorable discharges and transportation for the point of enlistment. Some are crippled for life, as a result of a Mauser or Remington bullet, fired from ambush by the cowardly little assassins, whose mode of warfare is to fire a few volleys and run away under cover of the tropical foliage; and others are rendered unfit for service by dysentery or rheumatism, contracted in the murky swamps. Naturally these young men have little use for the Philippines, and they all express themselves quite willing to let anybody else fight for the islands who wish to, but they themselves "have had enough."

C. N. Yeager, a private in the Sixth Artillery, whose kneecap had been shot from his left leg, was a member of a party passing through yesterday. He had spent several months in the military hospital, and was now able to hobble about with the aid of a cane, though the leg refuses to bend at the knee, while it takes a much wider path for him to walk in than it used to. He was on his way to his old home in New Jersey, where he hopes to start a little store with the funds he had saved while in Uncle Sam's service.

He said Luzon is a hard place to transport artillery in, as the incessant rains give the surface of the ground the appearance of a swamp, little dikes being run in all directions to back the water up over the rice plants. The Filipinos would dig trenches in the fields to be crossed by the batteries, and as water covered the whole surface of the ground, horses, guns and artillerymen would pile into these ditches without warning. While in the struggle to regain their equilibrium, the soldiers would be fired upon by the Filipinos hidden in the trees near by. It was on one of these occasions that young Yeager received his wound. He said the Filipinos fear artillery, as the shrapnel finds them hidden in the bush three miles away, and many bodies of the treacherous little blacks are found after an engagement in which a battery has been operated. The artillery regiments, in his opinion, have been important factors in driving Aguinaldo out of sight, and of scattering his once numerous forces into little squads of marauders, who go from town to town, murdering people of their own race who have learned to prefer American rule to that of savage chaos. "It will take a long time to suppress these squads," he said, "because our soldiers are too good to them. We let them go backward and forward through our lines and we pick up their wounded and care for them, while they murder every one of our wounded men with bolos, whenever they come across them lying helpless on the field."

NO SHAVES ON SUNDAY.

Barbers Will Work to Have a Closing Law Passed.

It is probable that another effort will be made to close all barber shops in Oregon on Sunday. Joe Jones, of Portland, is one of the prime movers in the matter, and he says he hopes to enlist sufficient interest throughout the state to enable him to get a law passed by the next Legislature closing all shops on Sunday.

It is said that the majority of the barbers of Portland are heartily in favor of Sunday closing, and that the matter could be handled by the union, were it not for the fact that a few straggling barbers who do not get much week-day work would keep open, thus spoiling the entire closing movement.

All barbers realize the need of one day's rest in seven, regardless of any conscientious scruples some might have on the subject. They say they are an overworked class, anyway, for when the clerk, the merchant or the professional man has closed his place in the evening, then the barber, who has worked hard all day, begins his hardest work.

Few Portland barbers get any time for recreation or have more than a "passing" acquaintance with their families at home. They assert that Sunday closing would give them the privileges that other men enjoy, and would not lose any one any money if all were closed.

They declare that when once the public became aware of the fact that no shaving would be done on Sunday, the man who wanted a shave would get it Saturday night.

Nearly all of the cities of the East have Sunday-closing ordinances, and the barbers there, they assert, are just as prosperous, and a great deal happier, at their vocation, than they are here.

Each union in the state will be asked to take the matter up and assist in getting a bill through the Legislature, when it meets, that will give barbers one day of rest each week.

EXCURSION RATES.

The Northern Pacific, on June 21 and 22, will sell tickets to Chicago and return at $71 50 for the round trip on account of the Prohibition National Convention.

This company will also sell tickets to Kansas City and return on June 29 and 30, at the rate of $60 for the round trip on account of the Democratic National Convention. Tickets will also be sold to St. Paul and return on June 29 and 30, at the same rate of $60, covering the round trip.

Tickets to St. Paul, Kansas City and Chicago will be good for 60 days from date of sale.

The Northern Pacific operates through trains from Portland to St. Paul, as well as through trains, via the Northern Pacific-Burlington route to Kansas City, Omaha and St. Louis daily.

For additional information, call on or write to A. D. Charlton, assistant general passenger agent, 255 Morrison street, Portland, Or.

Daily Treasury Statement.

WASHINGTON, June 21.—Today's statement of the Treasury balances shows:

Available cash balance $147,997,025

Gold 68,656,908

GOODS MADE IN OREGON

MANUFACTURERS TO JOIN IN PERMANENT EXHIBIT.

Ample Space Provided for Such Things at the Display-Room on Washington Street.

The permanent display at 246 Washington street is almost complete, so far as agricultural and natural resources are concerned, and Mr. Dosch has now gone to work to get an elaborate exhibit of the manufactured goods of Oregon.

This, he thinks, is very necessary. Visitors from other parts of the country go to the permanent exhibit-rooms almost daily. They admire the many things they find there, but are led to the conclusion that Oregon is only a timber, mineral and agricultural state, for until a short time ago there was not a thing in the building to indicate that any kind of manufacturing was done here.

It was the intention to have an exhibit of the manufactures in the building from the first. Almost one entire side of the room was left for this purpose. The manufacturers have been slow to take advantage of it. Shelves were provided, but as no exhibits came, the shelves were filled with other things. Mr. Dosch got tired of telling strangers that there were factories in Portland and in Oregon, and is now urging the manufacturers to furnish displays. Several have already complied, and others have promised to get up some characteristic things for him without delay. One or two have said that they were too busy now, but would have something prepared as soon as they could find time. One man told Mr. Dosch that he did not care to put any of his goods on exhibition, fearing some one would see what a fine thing he had of it, and would go into the same line of business. He was told that the permanent exhibit could get along without him, and it would not be surprising if some newcomer would note the absence of this particular line when the exhibit is complete, and decide to engage in it.

Anything that can be handled in the building, that was made in Oregon, will be gladly received, and will be kept on exhibition without any cost to the owner. It will be shown and explained to visitors, and no doubt will be a good local advertisement for the manufacturer as well as for the city and the state. Mr. Dosch says that people who live here in the city now come in there, and, noticing canned goods or other things made here, which happen to be on exhibition, often remark that they had no idea they could get such things that were made in Oregon. A complete display of such goods, he thinks, will cause many a Portland man to insist upon his grocer furnishing him with Oregon-made goods.

Some of the factories contemplate getting up unique things for this display. They know that the better the display the more effective will be the advertisement, besides they can use the same things on other occasions. Almost enough have been pledged to fill up the shelf-room originally set aside for the manufactured products, but there is additional room on the same side of the building, and another tier of shelves has been ordered and will be ready in a short time. This will give ample room for a sample of nearly all of the goods made in the state.

Those who manufacture package or canned goods, and who do not care to put the goods on display, can, if they have neat packages of sawdust wrapped with their labels, use these just as well for the purpose, so long as they are sealed packages, and no danger of the deception becoming known. So if there are any too poor, too busy, or too indifferent to send the real thing, Mr. Dosch says he will be pleased to receive dummies, so long as they are well made and up to the real article in appearance.

One corner of the room has been set apart to the various kinds of stone produced or manufactured into finished products in the state. A number of stonecutters have already sent in something in their line, but there is room for more.

It is the object of the projectors of the permanent display to make it one where the thousands of strangers who come here each year can go and find out in a few hours what Oregon produces and makes. The majority of people who stop in Portland do not have time to visit other parts of the state. Therefore the permanent exhibit people argue the products and manufactured goods must be put where they can see them, and they say to leave the manufactured goods out is unjust to the city and the state.

Hot Day at Salt Lake.

SALT LAKE, June 21.—The thermometer today registered 100 degrees, being the hottest day in eight years.

No More Dread of the Dental Chair

TEETH EXTRACTED AND FILLED ABSOLUTELY WITHOUT PAIN, by our late scientific method applied to the gums. No sleep-producing agents or cocaine.

These are the only dental parlors in Portland having PATENTED APPLIANCES and ingredients to extract, fill and apply gold crowns and porcelain crowns undetectable from natural teeth, and warranted for 10 years, WITHOUT THE LEAST PAIN. Full set of teeth, $5, a perfect fit guaranteed or no pay. Gold crowns, $5. Gold fillings, $1. Silver fillings, 50c. All work done by GRADUATE DENTISTS of from 12 to 20 years' experience, and each department in charge of a specialist. Give us a call, and you will find us to do exactly as we advertise. We will tell you in advance exactly what your work will cost by a FREE EXAMINATION.

SET TEETH $5.00
GOLD CROWNS $5.00
GOLD FILLINGS $1.00
SILVER FILLINGS ..... .50

New York Dental Parlors

MAIN OFFICE:
Fourth and Morrison sts., Portland, Or.
HOURS—8 to 8; SUNDAYS, 10 TO 4.

BRANCH OFFICES:
723 Market st., San Francisco, Cal.
614 First ave., Seattle, Wash.

THIS BADGE Is an "emblem of consideration" and signifies the wearer's intention to help the Retail Clerks and merchants to shorter hours by making all purchases before 6 P. M.

SANTAL-MIDY
These tiny Capsules are superior to Balsam of Copaiba, Cubebs or Injections and CURE IN 48 HOURS the same diseases without inconvenience.
MIDY
Sold by all druggists.

THE PALATIAL OREGONIAN BUILDING

Not a dark office in the building; absolutely fireproof; electric lights and artesian water; perfect sanitation and thorough ventilation. Elevators run day and night.

	Rooms.
AINSLIE, DR. GEORGE, Physician	608-609
ALDRICH, S. W., General Contractor	616
ANDERSON, GUSTAV, Attorney-at-Law	613
ASSOCIATED PRESS; E. L. Powell, Mgr.	506
AUSTEN, F. C., Manager for Oregon and Washington Bankers' Life Association, of Des Moines, Ia.	502-503
BANKERS' LIFE ASSOCIATION, OF DES MOINES, IA.; F. C. Austen, Manager	502-503
BAYNTUN, GEO. R., Mgr. for Chas. Scribner's Sons	515
BEALS, EDWARD A., Forecast Official U. S. Weather Bureau	919
BENJAMIN, R. W., Dentist	314
BINSWANGER, DR. O. S., Phys. & Sur.	410-411
BROOKE, DR. J. M., Phys. & Surg.	708-709
BROWN, MYRA, M. D.	313-314
BRUERE, DR. G. E., Physician	412-413-414
BUSTEED, RICHARD, Agent Wilson & McCallay Tobacco Co.	602-603
CAUKIN, G. E., District Agent Travelers' Insurance Co.	718
CARDWELL, DR. J. R.	506
CARROLL, W. T., Special Agent Mutual Reserve Fund Life Ass'n	604
COLUMBIA TELEPHONE COMPANY	604-605-606-607-613-614-615
CORNELIUS, C. W., Phys. and Surgeon	206
COVER, F. C., Cashier Equitable Life	306
COLLIER, P. F., Publisher; S. P. McGuire, Manager	413-415
DAY, J. G. & I. N.	318
DAVIS, NAPOLEON, President Columbia Telephone Co.	607
DICKSON, DR. J. F., Physician	713-714
DRAKE, DR. H. B., Physician	512-513-514
DWYER, JOE, P