He says wages at Nome this Summer run about \$1 00 an hour, but the work is not steady, and consists mostly in assisting newcomers to move their goods from the beach to distant points. This work, he thinks, will not last, and he is possitive that the Nome bubble will have

sites, but the excitement lasts only a

few months, and the localities relapse into their natural quietude again. It will be the same way at Nome, and thousands

who have spent all they had in getting there will regret having ever left their

what makes Nome worse than the or-dinary camp," he says, "is its bleak lo-cation and absence of fuel. All cooking and heating must be done by coal oil stoves, which at best are a poor make-

The Badge of Patriotism.

dead. They are on sale everywhere,

monument to the state's soldior

a billud and? bas anottud esed!

on the streets today went one of

and thoughtful Let every person

member the patriot. Be consistent

triotism. It is patriotic to re-

sons who showed the highest pa-

will decorate the tomb of Oregon's

ealch man, invested in this button,

show patriotism. A mite from

Today you decorate your housen

..........................

shift, and the raw, chilling winds from

off the Behring Straits pierce the system with a searching keenness unknown or

the Klondike. Hundreds of men who left

the state in robust health will fall vic-tims to pneumonia from exposure, and

to scurvy, from the use of ill-cooked food." As Mr. Dorschi has been a miner and prospector all his life, he is sure he knows what he is talking about.

WEEKLY CROP BULLETIN.

Slight Improvement in the Condition

of Fall Wheat.

Following is the United States Depart

ment of Agriculture climate and crop bulletin of the eWather Bureau, Oregon section, for the week ending Monday,

General Summary

The week has been quite cloudy and cool, although no rain occurred, except a few small showers in the northwest cor-

ner of the state. The maximum, or bulletin of the Weather Bureau, Oregon ranged between 62 and 82 degrees, and

the minimum, or night, temperatures be-tween 44 and 46 degrees. East of the Cascade Mountains these variations were

for day temperatures between 60 and 92 degrees, and for night temperatures between 40 and 62 degrees.

Some little improvement has been noted

wheat, which, together with the rust so

Elsewhere throughout the state

generally reported in the fields, makes

Fall wheat is most promising, and it is

ripening and filling very satisfactorily. Spring wheat is making a good growth,

barley, flax and corn are also doing nice

ly, and these crops are not affected to any extent by rust or insect pests. Some

Fall wheat, rye, barley and oats have

aiready been cut, and with favorable weather the harvesting of these crops

Hops are in a very thrifty condition and, if anything, are making too much

vine. The hop lice are increasing slight

ly, but they have not yet appeared to an alarming extent. Potatoes and gar-dens are making rapid advancement, and

new potatoes are now being marketed. The onion crop of Washington County

is in an unusually promising condition. Haying is now general, but this work has been somewhat retarded by the pre-

clover has been cut and secured in ex

All kinds of berries are doing well, and

blackberries and raspberries are ripen-ing nicely. A heavy crop of apples of a

superior quality is now practically as-

SHOW INCREASED PROSPERITY

Receipts of Postoffice, Internal Rev

enue and Customs Increasing.

the sale of stamps, stamped enveloped and postal cards for the month of June

1900, amounted to \$18,717 74. The receipts

for the corresponding month of 1899 were \$15,087 @. showing an increase for June,

The receipts of the custom-house

Portland, from duties on imported goods

during the month of June, 1900, amounted to \$125,279 65. This is the largest amount of duties ever collected at this office in

one month. Some time ago the receipts

The receipts from the sale of tax stamps at the office of the Collector of Internal Revenue, in this city, for the

fiscal year ending June 30, 1800, amounted to \$1,248,729 41. Receipts for year ending June 30, 1839, were \$1,076,921 81, showing

an increase for the year of \$173,817 90.

The receipts from the sale of tax stamps for the month of June, 1900,

Miscellaneous 5,564 T

Increase \$ 33,460 26

Admiral Sir Erasmus Ommaney, who has

Admiral Sir Erasmus Ommaney, who has just received a Greenwich Hospital pension, is 85 years of age, and sentered the navy in 1829. He fought as a midshipman at the battle of Navarino, and served in 8tr James Ross' expedition to the Arctic in 1855. He was the Arct to discover traces of 8tr John Franklin's expedition in 1856. He was in command in the White Sea in the Crimeen War, and has been active in scientific and geographical work.

358

amounted to \$155,134 78, as follows:

Beer ... Spirits Cigars Snuff ...

scial taxes

in one month were a little over \$120,000.

1900, over June, 1809, of \$1630 06.

Receipts at the Portland postoffice from

the outlook for this crop very

and no unfavorable reports have received regarding its condition.

will be general by July 10.

in the condition of Fall wheat in the up-

What makes Nome worse than the or

PORTLAND CREWS

EVERY JUNIOR EVENT IN REGATTA GOES TO HOME CLUB.

Vancouver Makes a Fine Finish in the Junior Fours-List of Baces for Today.

The first day of the ninth annual meet-Amateur Carsmen, on which the junior races called for by the rules of the as-sociation were held, was the most successful in its history. Never before have the entries been so large, the weather so propitious and the events so keenly con-lested. Early in the afternoon the crowds began collecting on the Morrison-street and Madison-street bridges, along the docks, and at every point of vantage on the East Side. By the time the first race was called, it was estimated that there were 20,000 spectators eagerly scanning the course, although very little enthusiasm was shown in proportion to their numbers, considering the fact that the ne crews won everything in sight in magnificent style.

The first race, the junior fours, was called on the arrival of Commodore H. E. Judge, and was won by the narrow margin of five feet by crew No. L of the Portlands, in the fast time of 9:05, after a heart-breaking finish.

While the juntor doubles were being called out, the free-for-all swimming race was held and was won by R. Giltsan. As they finished, the contestants in the doubles appeared with Crew No. 1 of the Portlands considerably in the lead, the Portlands considerably in the lead, the faiture to make a victory out of desired it.

Itanian a single race and the time Alexander took this cannot be done, then the associated to proposes to formulate some other plants and go ahead handling the crop of the who so desired it. with Vancouver rowing a plucky but up-hill race, and crew No. 2 of the Portlands hanging on with building tenacity. The corrected time was 9:18, which is exceed-

ngly fast for a junior double. The next event was a very prettily contested single cance race, in which "Dick" a, of Vancouver, carried off the hon-He handles a canoe better than one heretofore seen on the river, close of this race treated the crowd to an exhibition of skill in upsetting his cance, tipping the water cut of it, and getting in again in remarkably short time, which brought him hearty

The last event on the programme was the junior singles, in which Portland fo lowed up its succession of victories, ball in the good time of 10:31%.

With the close of these events the crowds slowly dispersed, well pleased with the first day's sports. A synopsis of the events follows in their order:

Portland Wins Junior Fours. At 2:15 P. M. Clerk of the Course Laders called the junior fours. The hrst to launch their shell was the James Baya, of Victoria, B. C., closely followed by the Vancouvers, and shortly after by crews Nos. 1 and 3, of the Portlands. As each crew left the boathouse they received a ley of cheers, as well as many wisne of good luck from their admirers. Owing to the easy and graceful style of the Vancouvers, and also their pretty costumes, it was easily seen that, next to ortland crews, they were the favor-The James Bay stroke was an entirely new one here, being an adaptation of the stroke of the English eights, and did not seem favorably to impress the rowing talent. The crews were soon on their way up the river to the starting point, and few picked the Portland 128 for a winner, as their stroke was not nearly so showy, being what is known as the professional stroke, with a hard catch and long leg drive, having an easy but rapid recovery. A few of Dan Murphy a old pupils had a little spare mone; to nut up on the event and last night had

no reason to regret their judgment.

After a few preliminaries at the start, in which the starter, Frank J. Raley, ven, "Gentlemen, are you ready?" and northy after the pistol cracked out its signal to the crews, Portland No. 2 crew and the Vancouvers getting the water first, followed an instant later by crew of the Portlands. Victoria's stroke semed to make two or three efforts before finally getting his oar into the Wil-lamette, but after the first rush was over they were all fairly well bunched, with the Vancouvers slightly in the lead. The stroke of Portland crew No. 1 immediately set a hot pace of 38 strokes to the minute, and the nose of their boat slowly but surely poked its way to the front, and at the three-quarters had a small but sure lead, where the stroke was dropped to M. About this time Vancouver's bow did some erratic steering, which cost them probably some little dis-tance, and, shortly after, No. 2, of the Victorias, who manipulates the rudder of their shell, did some fancy turns him-self, very nearly running down the Port-No. 2 crew. From the Madleon-bridge to the finish the race was land No. 2 crew. one of the prettlest ever seen here, with Portland but a few feet in advance and the Vancouver crew making a heroulean effort to get the nose of their Clasper shell over the finish line in advance. Ru of the Portlands were with them, and the race finished amidst the greatest excitement, with Portland five feet to the good, in the remarkably fast time of 9:05. The rowing during this race was exceptionally fine for junior crews, and the more remarkable from the fact that the Portland crew average out 12 pounds in weight. The James Bays fin ished about four lengths behind the Vancouver crew, followed closely by Port land crew No. 2. The names of the win ners are: Haradon, bow; Munro, 2; Morton, 2; and Newmann, stroke.

Ball and Stiles Win Doubles. The junior doubles came chortly after, with Ball and Stiles, and McCabe and Paterson, representing the Portlands, and Bell and Harry Alexander wearing the scarlet and white of Vancouver. As in junior fours, the Vancouvers were the favorites of a great many, as their stroke was a beautifully long and even one, and Alexander seemed big and strong enough to win the say nothing of the fact that both he and Bell looked brown and in perfect condi-tion. There was a radical difference in the stroke rowed, the Vancouvers seem. ing to lean farther back and get power on, while the Portlands finished with their hands at the sides, shot them out quickly, and came forward slowly on their slides for the catch. To the unini-Vancouvers seemed to have a big advantage, but Captain Scott said that the stroke of his crews is the regu-American professional stroke, and by watching closely one could see that there was no lack of power in their fimsh, and that their recovery was easy on the men. Starter Raley had little trouble in get-ting this race started, and as in the first race the advantage at the start was with the Vancouver crew. At the quarter Ball and Stiles came up on even terms with them, and McCabe and Peterson were not far behind. From here on to the finish there was no change in the positions of the various contestants, and Ball and Stiles gradually increased lead to nearly three lengths over Beil and Alexander, who were about the same distance in advance of McCabe and Peter-All finished in good form, which is extremely complimentary, as the time 9:18, in which the race was won, is fast enough to win a junior double almost anywhere in the United States or Canada. In fact few of the spectators realized how fast time was made in this, as well as the other races.

Ball Wins the Singles. In the junior singles Alexander was the representative of Vancouver, and Gloss and Ball wore the dark blue, light blue and white of the Portiands, which, by the way, shows up splendidly in the new rac-ing uniform adopted by the club. The race was quickly started, and Gloss soon forged to the front, the others following closely. Ball, however, had plenty in

reserve, both in strength and reach, and PRUNE after thinking the matter over decided to use a little of his surplus of the latter use a little of his surplus of the latter The result was soon apparent, and Glos though rowing in his usual plucky and snappy style, was overhauled, and, in spite of repeated spurts, was gradually left in the rear. Alexander, rowing in a borrowed shell, was probably somewhat handicapped, and although he rowed well, he could not overtake Gloss. As they came under the Madison-street bridge it was apparent from the Portland' boathouse that their colors were again in the lead, and the members were jubliant over the fine showing of their representatives. Ball finished in 19:31, several lengths ahead of Gloss, who had a good lead on Alexander. It is generally thought that Gloss was somewhat handicapped by his shell, and that Ball had the ad-

vantage of him in this respect.

Clerk of Course Sam Luders is to be congratulated on the way the events were pulled off, there were to anxoying waits so usual under similar circumstances. His efforts in keeping the course clear of small boats and launches were quite

maintained on the course today as it is heghly essential to safety and good racing that small craft keep to the west of the buoys anchored in the stream.

This is the first association race since 1804 that the water has been smooth, and Portland has at least had an opportunity to show what can be done when the conditions are favorable.

Dick Hart promised last year that if the association would hold the races here this year he would have the course through some failure to connect, Bob Irman's whistle did not how during the single race and the time Alexander took locating the logs probably accounts for proposes to formulate some other plan

feet.
The president of the Portland Club,
James McI. Wood, seemed very happy
during the events, but was kept busy
for a time finding out when or size.

for a time finding out whether the shells were propelled by four oars or six. Tomorrow a "bas bean" face will take place. Grews will be composed of—For Vencouver, Russell, Benkler, Kent and Brewster; for Portland, Collins, Stowell, Luders, Vreeland. This event promises to be the most holly confected of any during the day, and the public may look for trouble.

Bull has not decided whether he will consider a challenge from Ten Byelle this year or not as he has been unable to procure a boat, so far, with long enough

Billy McLeod, the trainer of the Port-land crew, was the happiest man at the boathouse over the performance of his protege's, and it is largety due to his care that their condition was so nearly perfect. He says little, but from his actions it is safe to assume that he ex-pects a "reporter" in the races today. He considers the senior crew in perfect condition, with not a weak man in the boat, and fit to row the race of their lives. The starboard side is considered thestrongest as Rintoul and Stiles make a strong combination, but Ball will manipulate the rudder so that a straight

Judge Vreeland, of the East Side Jutics Court, was seen discharging fire-arms within the city limits, but as he was judge of the firsh it was not con-sidered necessary to take him to the city bastile, as he promised not to re-post the offense after Wednesday.

Today's Events. The programme for today is as follows: At 10 A. M. the great wace of the regatts will be pulled off, that for the cups and medals hung up for the senior fours. The winners of yesterday's four-oured event, Portland's "tid" crew, will enter in this race and no doubt will be in evidence at the finish. The senior doubles, double cames race, and senior doubles, double campe race, and senior singles will follow with a "bas beens

race to fill up intermissions. Following are the entries: Sensor Fours-Mile and a helf straight-Senior Fours-Mile and a half straight-sway. Vancouver Rowing Club (colors, combet and wisite): H. O. Alexander, stroke; G. W. Seymour, No. 3; J. D. Bell, No. 2; R. C. Spinks, bow. James Bay Athlette Association (colors, navy blue and white): J. C. McNelli, stroke; W. Laing, No. 3; W. Dorahison, No. 2; W. H. Jesse, bow. Portland Bowing Club (colors, light titue, dark blue and white): L. C. Stilles, stroke; A. M. Soott, No. 3; J. Rinsoul, No. 2; R. D. Ball, bow. Tub Race-Free for all. Senior Doubles-Mile and a half

Doubles-Mile and a straightnway. Vancouver Rowing Club: H. O. Alexander, stroke; J. D. Bell, bow. Portland Rowing Club: A. M. Scott stroke; R. C. Hart, bow. stroke; R. C. Hart, how. Double Camoe Race—One mile straight

Swimming Race—Free for all.

Bendor Singles—Mile and a half straighteway. Vancouver Rowing Chub: Hugh B.
Wilson. Portland Rowing Club: W. J. Patton, A. M. Scott.

RWRY.

Closing Banquet This Evening. The meeting of the association for 190 will conclude with a great love fe Mr. Bowers' popular inn, "The Portland," at 10 P. M. Mr. Brewster has charge of this feature. Mr. Bowers, as usual, will provide a feast that would tickle the palate of Epicurus and with songs, stories and speeches the regatta of 1900 will come to a close

On Thursday a number of the visitors will be taken up the Columbia to view the charming scenary of that mighty

THINKS INDIANA SAFE.

Tippecance Man Says Bryan Will Not Get Much There.

J. R. Gladden, Recorder for Tippecan County, Indiana, is in Portland on a pleasure trip. This is his first visit to pleasure trip. This is his first visit to the Pacific Coast, and he is more than pleased with what he finds out here. He says, however, that he is at a loss to know what much of the country between here and the Mississippi River was made for. He thinks that the great piles of rocks and vast stretches of sand might have been left out, and the country would have done just as well.

"It is a relief to get into Oregon," he said yesterday. "Especially does one feel refreshed when the Cascade Mountains are crossed after riding across

Mr. Gladden, like all Indiana people, is a born politician, and while enjoying the sights on the Coast does not forget to keep his eye on the political barometer. "We will carry Indiana for McKinley by a majority this year that will make Bryan forget he was running," said he.
"I know that Indiana is always considered doubtful, but it is not a doubtful state this year. The people have tasted this year. of McKinley's prosperity and they more of it

"Tippecanoe County, in which I live is usually a Republican county by a small majority. Four years ago we carried it for McKinley by more than 1600. This year we mean to improve upon that. Just keep it in mind, when you hear from Indiana to the tune of several thousand majority for McKinley, that Old Tippe-cance did her share of that."

Funeral of Captain J. W. Kerr The remains of Captain J. W. Kern, who died at the home of John B. Kelly, in Philadelphia, June 28, will arrive this This will permit the arrange ments for the funeral to be made for tomorrow afternoon at I o'clock. The funeral will take place from the family esidence, on Powell and East Twentystreets. Interment will be in eighth streets. about haif a mile east from the residence. Rev. Charles C. Poling, of La Fayette,

Are as small as homeopathic pellets and as easy to take as sugar. Everybody likes them. Carter's Little Liver Pills Try them.

"Does it pay to advertise?" "Does Why, the Rev. Splicer doubled his income two years by judicious advertising."-Lafe.

GROWERS

MUST HAVE MORE ACREAGE TO BE FEOT A POOL.

Cured-Fruit Association Trying t Escape the Five-Per-Cent Commission Man.

The directors of the Cured Fruit Asso ciation of the Pacific Northwest held a special meeting yesterday in Portland. The object of the meeting was to decide upon some plan of action with reference to handling the present prune crop.

According to the original agreement the association was to secure 75 per cent of the acreage of the Northwest. This it was found some time ago was very of small boats and launches were quite commendable and the public seemed quite ing all stockholders to agree to pool, willing to accede to his requests. It is to be hoped that like good order will be maintained on the course today as it is being highly essential to safety and good racing ceeding on that basis, though many that small oraft keep to the west of failed to answer, and the directors from Southern Orseon notified the associahard to do, and a letter was sent out ask

proposes to formulate some other plan

A number of plans were discussed. Many think that the outside growers can be induced to come in when they have been shown the matter in its proper light. Others suggested that the association ahead with its arrangements for hand the crop. If no other plan could be adopted for this year's work, to employ a man to handle it, paying him a commission of 2 per cent or, better, a sal-ary for the time he was engaged.

From the general tone of the meeting was evident that those present had o intention of giving up the ting rid of the 5-per-cent commis who has heretofore handled the rop, and as some of the leading fruitgrowers of Oregon and Washington were ong the number who favor the new sthods, it is predicted that the work of the association will be felt this year whether the desired acreage is contr

S. B. Chase, of Eugene, tendered his resignation as a director of the associa-tion and it was accepted.

H. E. Dosch tendered his resignation as secretary, After trying to persuad him to withdraw it, the directors ac After trying to persuade cepted it, and elected S. P. Kimball, of Salem, in his place.

The directors will continue to meet in Mr. Dosch's office until they have made more permanent arrangements. The financial statement showed that \$25 had been collected from the stock-holders and disbursed. On motion it was decided to collect the \$5 subscriptions from the remaining stockholders at once, so as to be in position to push the work as soon as the directors shall have decided upon a plan of action for this year The following general plan for hand ling the crop, as soon as the necessary signature are secured, was offered by J. P. Kimball and William Kincaid:

First-Let each district where there is suffclean fruit represented in the association t justify a packing-house organize a local union and select their own manager to assist the main organization in the handling and mar

main organisation in the handling and ma keting of estd fruit. Becond—All money received by the sale fruits from each union will be deposited the bank chosen by said local union, to paid out to the members of said local uni-by order of the President and Secretary the main organisation and local manager. Third—Grading, packing and selling to nder the direct supervision of the main or anization, except where the members of th

the price set by the main organization they may hold the fruit of the local union until the price is antisfactory.

Fourth-And as soon as all of the fruit of any one of the local unions has been disposed heads, and another pest the roots of

Fifth-Any packing-house established by the main organization without a local union is connection will be managed by a man or

place upon each package of fruit so prepared by them their individual label and also the by them their motivatal made and also the main organization label; heep their own ex-pense account, and actile it out of the money received by the sale of their fruits. All grow-ers or associations of growers shall assume all liability for loss or damage by fire, collection otherwise, and pay all expenses incurred.

This was unanimously adopted, after eing fully discussed. Considerable adnal talk as to emergency plans for owed, and the meeting adjourned to meet at the call of the president.

ONE DISCOURAGING OPINION.

Nome Not a Rich Diggings, Says a Old Miner.

Whether Cape Nome is a rich mining region or a very ordinary digging, is still a question with people who have not gone there, and every scrap of information from that point is looked for with interest. There has been a wide divergence in the stories told by parties returning from Nome within the past year, some asserting that the beach is fairly yellow with gold, for a distance of 8 miles, with Cape Nome as a central point, while others have den as a fake, whose 10 miles of beach diggings were crowded with the rockers of men, whose average pay was not over \$1.50. Both reports were brought by peo-ple who appeared to be sincere, those taking the roseate side all announcing their intention to return with the melt ing snows of early Summer, while the 'hard luck" men were evidently blad to get back to their homes in "the States," which they would never leave again, or wild goose chase. One man returned from Nome last week

on the Elder, who had been minin on the Klondike for four years, until this season, when he, with three others came down the Yukon in an open boat to St. Michael, a distance of 1700 miles and from there he took a north-bound steamer for Cape Nome, spending three days on the beach and in the tundra until the departure of the Elder. This man, Henry Harschi, whose home is i Los Angeles, pronounces Nome an un-mitigated fraud. When seen yesterday by a reporter, he said: "There are good diggings in the entire region for about 500 men, and yet thers will be probably 40,000 in the rush there this Summer The beach, for a distance of 10 miles, is covered so thickly with tents that no more can be wedged in. There is no camping ground on the tundra, back from the shore, as that is simply a swamp, dotted with 'nigger-heads,' upon which you step from one to another in travel-ing. Of those engaged in rocking on the beach I saw no one making over \$1.50 a day, and frequently the miners were com-pelled to suspend work on account of the storms from the northwest, to which the

beach is exposed.
"From what I could learn of the creek diggings, back of the tundra, I should Judge that several paying claims were in operation, but I heard of no big thing." Mr. Dorschi says he has an interest in two placer chims near Dawson, one on Gold Run, which is in litigation, and the other a bench claim, on Elderado, which he considers valuable property. He was up there before the great rush of 1897, and says he has "no kick coming" over the result intimating that the result intimating that he has enough, if he can succeed in selling out.

A LARGE SHIP COMING after which he will be content to re-main in the temperate zone. He admits that a very large proportion of the Klondike miners have struck out for Nome, but insists that they will all be giad to get back to Dawson again, as a man can get work readily in the Canadian territory at \$5 a day and board. He saws where at Nome this Summer.

VESSEL OF ROSE TONS NET REGIS TER LISTED FOR PORTLAND.

Will Carry Over Five Thousand Ton of Cargo-America's Merchant Marine Growing.

work, he thinks, will not last, and he is positive that the Nome bubble will burst within two months, and that the region will relapse into solitude again. "Men will make money hand over fist at Nome this season," he said, "but they will make it off people who have brought it with them into the country. Money is made rapidly in every new mining camp, while the excitement is on, as men get rich in the first rush, on the opening of an Indian reservation, where people go wild in securing quarter sections and townsites, but the excitement lasts only a The German bark Berthe, a larger ver sel than the mammoth Royal Forth which loaded at Portland last season, has been chartered to load wheat at Portland next January. The Bertha lacks but 15 tons of being 8000 tons net register, and was originally the British bark Lathom. She is a steel, four-masted vessel, 324 feet long. 46 feet beam, and 25.2 feet depth of hold, and will carry over 5000 tons of cargo. She salled from Barry May 10, for Anjer, with a cargo of coal, and will come across the Pacific in ballast. Mention was made in this column, a short time ago, of the rapid increase in German ships in this trade, nearly one-fifth of last season's grain fiest from this port flying the German flag. This percentage is bound to be largely increased this season, as out of a total of 55 yessels listed for Portland at the present time, 14 fly the German flag, and there is one vessel of that nationality now in the river. Many of the German ships listed are original German ships, but the greater number of them are vessels which have been purchased by the Germans from British owners.

> NO SUBSIDY NEEDED. Merchant Marine Is Increasing Fac

ter Than Ever Before. WASHINGTON, July &-The Treasury Department's Bureau of Navigation states that in the fiscal year of 1900 the total tonnage officially numbered, added to the United States merchant marine, amounted to 417,034 gross tons. Abou 28,000 tons of Hawaiian vessels and less

than 1900 tons of Porto Rican shipping were admitted to American registry. It is estimated that complete figures show that the actual additions to the merchant marine fleet during 1900 have been greater than any year since 1866.

The vessels built in the United States officially numbered during the year aggregate 318,563 gross tons, a record sur-passed in 1874, when 432,725 gross tons were built and documented. Of the new vessels 58 per cent are steam vessels. The most important additions of the year have been the large steel vessels built for the Lakes. The one vessel built exclu-sively for the foreign trade has been the Maracaibo, of 1711 gross tons, for the Venezuelan traffic, while three steamships of an aggregate tonnage of over 8000 tons for the Porto Rican trade are the first maritime results of the annexa

tion of that island.
Full returns probably will show the total documented tonnage of the United States on June 20, 1900, for the first time since 1885 has again reached 5,000,000 gross tons. The tonnage regis-tered for foreign trade, however, will probably be slightly below 548,000 gross figures for June 30, 1899. increase of Alaskan trade, carried on mainly by registered vessels, has checked somewhat during the year the steady decline in American tonnage registered

for foreign trade.

"BILLY" M'CABE'S LATEST.

Has Secured Control of Stevedoring Business of Hawaii.

William McCabe, formerly of the steve doring firm of Brown & McCabe, of this city, is extending his field of operations. With his partner, Edward Hamilton, ,he controls the stevedoring business on the Sound and is also in business in Honoiu-

iu, a late paper from there containing the "The charter of the McLain, Hamilto Rennie Company, Ltd., has been granted. The new company is an amaigamation of the Merchants and Electric Stevedore Companies and the firm of Hamilton, McCabe & Rennie. The capital stock authorized is \$50,000 in 1000 The shares. The company has the backing of all the large shipping houses of the islands, and it is thought the joining of

Beach Transportation.

the different concerns will be to the mu-

tual advantage of shippers and steve

Extraordinary efforts are being made by the transportation companies to give the best service that has ever been attempted from Portland to the beach, says the Ilwaco Journal. The I. R. & N. Co. has joined hands with other companies, and is making extraordinary efforts for the convenience of its patrons. It is running two trains and day, the Nahcotta leaving Astoria in the morning, and the Canby at 2 P. M., the former laying over night Astoria, and the latter at Ilwaco. has had the roadbed put in good shape, is replanking and otherwise pairing the wharf.

Coming to Portland. The steamer Maggie, recently wrecked at the mouth of the Siusiaw, will come

valling cloudiness. The crop is reported to be extra heavy in all sections. In the Columbia River Valley the first crop of to Portland for repairs. The Florence West has the following regarding the "The repairs on the steamer Maggie are

progressing rapidly and will be finished before long. The machinery is being thoroughly cleaned and the vessel put it good condition. Mr. Andersen informs us that if the rudder were here he could have the craft ready for launching in a few days more, but as it has not arrived he is planning to launch the vessel July 8. She will probably be taken to Port-land in tow of the Robarts, leaving here about July 10,"

The Teutonic Delayed. LIVERPOOL, July 1.-The White Star line steamer Teutonic has cancelled the sailing schedule for July from this port to New York, a flaw having been discor-

Domestic and Foreign Ports. San Francisco, July 3.—Arrived—Schoon er Free Trade, from Coos Bay; schoone Occidental, from Gray's Harbor; schooner S. Danielson, from Siuslaw. Salied-Steam er Newburg, for Gray's Harbor; schooner Sacramento, for Slusiaw.

Hoquiam, Wash., July 8.—Sailed—Schooner Laura May, from Aberdeen, for

San Francisco. Arrived-Steamer Rival, from San Francisco, for Hoquiam. New York, July 3.—Salled-Kaiser William der Grosse, for Bremen, via Cher-bourg and Southampton; Cufic, for Liver-Gibraltar, July &-Arrived-Werra, from

New York, for Naples and Genoa, Liverpool, July 3.-Arrived-Cambrian, from Montreal. Antwerp. July 3.-Arrived-Southwark from New York, via Southampton.
Auckland, July 1.—Arrived—Mariposa from San Francisco Plymouth, July 2.—Arrived-Pretoria, from Hamburg, for New York.

San Francisco, July 1.—Arrived-Steamer Mattewan, from Tacoma; steamer Adams, from Astoria; steamer San Blas, from Seattle; steamer Columbia, from Portland. Salled Steamer Newberg, for Gray's Harbor. Port Ludlow-Arrived July 1.—British steamer Bloemfontein, from Port Had-

Seattle-Arrived July 2-Steamer San Pedro, from Nome.

Dutch Harbor—In port June 2.—Norwegian steamer Hero; steamer Farallon,
U. S. S. Rosecrans; steamer Golden

Gats, steamer Sunol and two barges in tow, U. S. S. Patterson, steamer Corwin, U. S. S. Perry, Plymouth, July &-Arrived-Petricia, from New York, for Hamburg, and pro-

Boulogne, July 1.—Arrived. Steamer Rot-terdam, from New York, for Rotterdam, and proceeded.

HOW MAMMA CURED HER.

"Her" Being a Daughter Who Went In for Bohemianism. Washington Post,

I suppose there doesn't live a girl wh hasn't at one time or other in her life een possessed of a desire to be Bo hemian. It's a frame of mind that usu ally sets in during the later 'teens or early twenties, and then there's a deal of sneering at conventionality, and rail ing at the ridiculous rules of society, and saying profoundly cynical things about dear old Mrs. Grundy. I have a girl friend who has just been having a most virulent attack of that sort of thing. She caught it from some art students she had been great chums with, and the things which she has been saying would turn your hair white to hear. She has learned to smoke cigarettes, and to flip the top of a beer stein open by hitting it in some mysterious way on top. She takes in a lot of ragged-looking magasines, and she has taken to doing her hair in a wild, untidy, but unmistakably artistic fashion. Recently, when she becan to rebel at the chaperone habit, her desided that things had gone far nough, but being a woman wise in lay and generation, she lay low and said ing, till one day Francine-it used to be Frances announced that Miss Wild

ways, the artist, was coming to dinner.

"And for goodness' sake, mother," said she, "let's try to get away from the deadly common-places of existence. Miss Wildways simply can't endure conventionality. Let's not be banal. to be a little out of the ordinary, for she'll be so dreadfully bored if they are not.

Well, the day and Miss Wildways came Mother was not dressed to receive her when she arrived, but mother didn't let that stop her. She ran down stairs in a kimono and greeted the guest cordially. "Don't mind my dress, my dear," said he. "This is Liberty Hall, and we all do as we please. It was really too much of a bore to dress. Francine, dear, do run out and tell cook to send over for some ice cream. I forgot to order it."

Figher came in a moment. He was smoking a pipe and wearing a smoking jacket. He didn't apologize for either, but he was as jovial as jovial could be. At dinner he calmly laid off the jacket when he rose to carve the roast, explaining to Miss Wildways that he be

lieved in being comfortable instead of conventional. Mother echoed the sentiment, and, taking out a package of cigarettes, almost forced one on the guest Then she herself, Francine's elegant, con ventional mother, lit one and lay back in her chair, puffing it serenely, while she sent brother Will out for a bucket of beer. It was the most agonizing dinner poor Francine ever lived through, but it was as unconventional and as far re moved from the common-place as anything you can imagine. It was only day afterward that Francine pay some visits she had scorned to make for months, and she asked her mother to go with her. She has scarcely stirred out, in fact, without maternal chaperon age since that awful day, and she hasn't said Bohemian once. Francine has learned

> DAILY CITY STATISTICS. Real Estate Transfers.

a lesson that she will not soon forget.

J. F. Wisecarver to George A. Pease, lots 17, 18, 19 and 20, block 13, Portsmouth, January 15.

Sheriff for Archibald Cameron to the Northern Counties Investment Trust Company, lots 8, 9 and 10, block 12, and lots 4, 8, 6, 7 and 11, block 4, subdivision Riverview Addition to Abbins; also, lots 1 and 2, and 55x28 feet of lot 16, all in block 5, subdivision to Proebstel's Addition, June 27.

David O'Keefe to Linda O'Keefe, NW. ½ of NW. ½ of section 33, T. 1 N., R. 5 E. August 10, 1898... P. T. Smith, executor estate James John, deceased, to Frank A. Smith, block 38, James John's First Addi-tion June 16

Building Permits.

Mrs. Nettie Moore, two-story dwelling, East Sixth street, between East Harri-son and East Lincoln; \$1300. L. E. Justin, one-story brick building, Fifth street, between Morrison and Aider streets: 32500.

Marriage Licenses. John J. Jones, aged 50, Rosabell Andrews, aged 30; A. E. Clark, 30, Adeline Ebelinger, 25; Whitney Lyon Boise, 37, Louise H. Hawthorne, 30,

Births. June 7, boy, to the wife of Ernest Lehman, 674 Hood street. June 16, girl, to the wife of John Reim-er, 588 Pettygrove street. July 1, boy, to the wife of George How ell, 447 East Ankeny street. June 27, boy, to the wife of Ho Moore, 224 East Knott street. June 11, girl, to the wife of Harry A Anderson, 813 Couch street. June 18, boy, to the wife of James Wilson, 46 East Eighth street. June 14, boy, to the wife of George L. Simion, East Twentieth and East Glisar

June 28, girl, to the wife of P. Rich ter. 25014 First street. June 26, girl, to the wife of W. P. Watson, 704 East Burnside street. June 15, boy, to the wife of Harry Beal, 561 Lovejoy street. June 4, boy, to the wife of Charles K. Johnson, 474 Alder street. June 12, girl, to the wife of Edward Howard, 306 Second street.

Deaths. June 26, Anna O'Brien, age 60 years, 549 Second street; strangulation. June 30, Owen M. Denny, age 61 years 9 months, Long Beach, Wash.; nervous July 1, Pearl D. Brownton, age 34 years months, Colorado Springs, Colo.; con-

Contagious Diseases. Sarah Brenner, 663 Second street; diph-Dalla Raiston, 728 Albina avenue: scarlet fever. Nona Houser, 433 East Market street; scarlet fever.

Golf Book Inside Chatelaine Golf Ball

London Leader. The latest golf novelty is a little three noh-high caddy bag, made of bright plaid silk and filled with miniature golf clubs. The clubs are sterling silver, and they are made as stickpins, and are, therefore, of actual use to the golf girl.

The newest charm to dangle from the

chatelaine is a silver golf ball. Touch a spring and it opens and inside you find a tiny book of golf rules. The cleverly-hidtiny book of golf rules. The cleverly-hid-den little volume is generally bound in bright red leather, and its title is "Golf at a Glance."

There are sachet bags for the golf girl

fragrant with the perfume of sweet clov-er, and in shape they represent a caddy bag. Some are made of stitched tan elik to look like leather, and others are of bright plaid silk.

Trade Moving Southward. Leslie's Weekly. Quebec was originally the natural port

of the Atlantic. It dropped down to Sa. lem, to Boston, now to New York, and already New York business men are com-plaining of Norfolk, Charleston, Savannah, Pensacola, New Orleans and Gal-veston. Trade is finding its level, as the waters of the country debouch to the south. From wide areas east and west, and starting almost from the British-American line, the mighty Mississippi gathers trade as she flows to the Gulf.

BICYCLE COMMITTEE TO MEET WORKINGMEN FRIDAY.

Wheelmen of Southern Pacific Car shops to Have an Outlet-East Side Notes.

The committee appointed by the Muli

nomah County Bicycle Association cil will meet the employes of the i ern Pacific carshops Friday at 12:36 talk over the matter of the constru of a cycle path from the shops to do
of the regular paths. T. W. Youngs
master mechanic, said yesterday that it
would render all the aid in his power in getting an expression from the as to the wishes regarding the place locating a permanent path leading to ops. The committee desires with the men, and it was con big shops. sidered best to do so during the n hour, so that most of the men could present. It will take but a few minute There is really but the one route the will accommodate the shope men, an will accommodate the shops men, an at the same time accommodate a lars number of others. East Twenty-fir street extends directly to the entrance he north side of the grounds from corner of Division street, the end of the Section Line path. Some time ago il shop men joined in a petition to the Conshop men joined in a petition to the Corr missioners, asking for a path on the street, but the request could not then b granted, for the reason that the Commi-sioners had no authority to build also streets. It is thought now that this at thority can be obtained for the constrik tion of a path at least on one side East Twenty-first street, and that the will be no objections from any source. To complete the system in that part the city for the benefit of the shop me path on Powell, between East Twent-first and East Twenty-sixth streets. The would give a complete outlet. In the shops are now 160 men. Sometimes there are many more. Most have bicycles and they are paying their taxes.

East Side Notes.

The volunteer firemen, of Sellwood, the number of 20, will soon be provide with their new and handsome uniform The belts will be of black patent leather the letters "S. V. F." appearing in whit on the front piece. Within a week the suits will be completed.

A bad hole has been worn in East Burr side street, at the east end of the ap proach to the Burnside-street bridge. Yes terday the rear wheel of a truck droppe down in it, and for some time all stree cars were held up. By means of jack screws the wheel was raised. Since Grand avenue has become wor and in bad condition, much travel no goes on Union avenue. The bad condition

of the roadways on Union avenue drov business from there to Grand avenue, an conditions were to be reversed. Mrs. Kleemann, wife of Otto Kleeman who has been in the Pledmont Sanitariu for about 10 days, has so far recover that she will be able to return home t

day. Mrs. Kleemann was seriously is and her friends will be glad to hear the she is recovering and will soon be full There will be a celebration at Plea Home, in the G. A. R. grove, today, us der the auspices of the Christian Endeavor Society of that place. Arrangments have been made for a programm of patriotic addresses and general exercises. The grounds have been put is good above for the affect.

good shape for the affair. A check for \$700 was deposited yeste day in an East Side bank in payment the O. R. & N. Co. for railway ties saws out by a sawmill near Pleasant Hom The company is buying a vast amount railway ties from the half-dozen portab milis in that vicinity, and the money goe in the neighborhood at the rate of over \$100,000 per annum.

Dr. Wise, room 614, The Dekum.

A POPULAR MISTAKE

Regarding Remedies for Dyspeps and Indigestion. The National disease of Americans

ndigestion or, in its chronic form, dy pensis, and for the very reason that is so common many people neglect tal-ing proper treatment for what they con sider trifling stomach trouble, when, a matter of fact, indigestion lays t foundation for many incurable disease No person with a vigorous, healthy stor ach will fall a victim to consumpti Many kidney diseases and heart troub date their beginning from poor digestic their stomachs are out of gear; went languid, faded-out women owe their co on to imperfect digestion.

When nearly every person you meet afflicted with weak digestion, it is no surprising that nearly every secret pa ent medicine on the market claims to a cure for dyspepsia, as well as a scor of other troubles, when, in fact, as D Werthier says, there is but one genul dyspepsia cure which is perfectly sai and reliable, and, moreover, this remed is not a patent medicine, but it is a scles tific combination of pure pepsin (fre from animal matter), vegetable assence fruit salts and bismuth. It is sold druggists under the name of Stuart Dyspepsia Tablets. No extravagar claims are made for them, but for ind gestion or any stomach trouble, Stuart Dyspepsia Tablets are far shead of ar emedy yet discovered. They act on food eaten, no dieting is necessary, sin ply eat all the wholesome food you was and these tablets will digest it. A cu results, because all the stomach needs a rest, which Stuart's Dyspepsia Table give by doing the work of digestion,



who've tried it. How often is it said, "I can't sleep, system's run down, my digestion's be or I've rheumatism or kidney trouble Reports of cures by my

Dr. Sanden's Bel

be the grandest remedy for all pains as weakness, and if every sufferer used th treatment there wouldn't be an aili man or woman today. Write for my l teresting book (free), and see the cur

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