

NEAR THE LEADERS

Portland's Prowess as a Wheat-Shipping Point

EXCELLED BY BUT FOUR PORTS

Decided Gain Over the Previous Fiscal Year—Japanese Manufacture Good Flour.

The regular statement of the Bureau of Statistics showing the exports of wheat for the month of June and for the cereal year closing June 30, 1900, as usual, places Portland well up toward the head of the list with a decided gain over the corresponding periods of the previous season. For the entire year, Portland's shipments were exceeded by those of but four other ports, the Oregon metropolis pulling up from sixth place in the season of 1898-9 to fifth place in the season just closed. For the month of June a most favorable showing was made, Portland coming up from seventh place a year ago, to fifth place this year. Puget Sound shows a decline for the year, and has remained stationary as regards position during June. She was in eighth place for the year in the 1898-9 season, and had dropped back to ninth place for the season just closed. For the month of June the character of the cargo was not so good as last year, and has not gained any in position this year. The exports foreign in detail for the years are as follows:

Table with columns for Year, Wheat, Flour, etc. Rows include New York, Boston, Portland, etc.

The shipments from the same ports for the month of June, 1900, were as follows:

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The Government keeps no record of coastwise shipments, and for that reason San Francisco receives credit for considerable wheat which was shipped from Portland for reshipment from the Bay City or to take the place of wheat that was shipped from there. To show the exact movement of wheat, this coastwise wheat should be deducted from San Francisco's exports and added to those of Portland. In this way the above positions of Portland and San Francisco would be reversed.

COLUMBIA RIVER SHIPPING.

Annual Report of the State Board of Pilot Commissioners.

SALEM, Or., July 19.—The report of T. T. Geer today received the annual report of the State Board of Pilot Commissioners for the fiscal year ending June 30, 1900. During the year the board made the regular semi-annual tours of inspection, finding the pilot service efficient and satisfactory. The report states that the schooner San Jose, belonging to the state, and the schooner Joseph Pullitzer, owned by the bar pilots, have been outside the bar-pilotage ground, constantly affording a good service as possible to the commerce of the Columbia River. The San Jose is outside at present, but is not in the condition she ought to be for winter weather, owing to the last Legislature failing to make an appropriation for her maintenance. The board, in order to keep her seaworthy, was obliged to expend a little money on her.

FIRE ON A DOCK.

What Might Have Proved a Serious Conflagration.

Late last evening the fire department was called to a fire that might have been a serious conflagration, within a few moments more a dense smoke was discovered in the double-story building at Front and Couch streets, occupied by the J. J. Underhill & Co. The men arrived they found on the lower floor of the dock a small can of kerosene in flames. This was extinguished by one of the men and thrown into the river. On the upper floor of the dock Chief Campbell found three large tanks of kerosene which were leaking badly, that the waste oil was running down to the lower floor. With all this oil running on the floor, it is a wonder that the fire, started in the small can on the lower floor in some mysterious manner, did not spread and extend to the three big tanks and exploded them. The entire dock system thereabout would probably have been wiped out in short order. Firemen say that is one of the narrow escapes of recent years. How three large tanks were permitted to become so dilapidated as to waste sufficient oil to run to the lower floor of the dock is not explained. To the members of the fire department it seemed that there had been great carelessness on the part of somebody.

THROUGH THE ROCKIES.

Every European tourist who visits this country and travels over the Rio Grande Western Railway wonders why American ships do not come to Europe, because there is nothing on the European continent to compare with the mountain ranges of the West, with its direct connections, is the only line which gives the transportation facilities to the mountains of the Rockies. Going further East, the passenger has the choice of four roads between Chicago and either Omaha or Kansas City. Stop-overs are permitted at all points, and the Denver, Colorado Springs, and Denver. For rates and illustrative pamphlets address J. D. Mansfield, general agent, 253 Washington street, Portland, Or.

MAKING CHEAP FLOUR.

Mr. J. C. Robinson yesterday received a sample of flour from a mill in Yokohama. The flour was manufactured from a cargo of wheat sent over from the Japanese steamer Doyu Maru several months ago, and to all appearances is as fine an article as could be produced anywhere in the world. The Doyu Maru carried about 50,000 bushels of wheat, and it was a choice grade of Walla Walla,

HOME IS OVER THERE

Too Many People for Even the Rosiest Gold Reports.

BEACH IS POOR, BUT CREEKS RICH

System to Supply Town With Pure Water is Under Way—The Fool and His Money.

NOBLE CITY, July 19.—The familiar maxim, "Home is over there," is being changed to "Home or bust." There are people leaving here for a better home elsewhere, and it is a blessed thing that it is only 200 miles of pleasant ocean voyage on a commodious passenger steamer separates them from the home they desire. The boats and crew of the pick-up-suggests-on-the-beach follow the silver-snow fellows, all the good-job-al-home fellows and those with delicate health are disappearing fast, and it is to be hoped they will be better and wiser people in the future and appreciate home comforts and good prospects more than they ever did before. But this is nothing new. It is only repetition of the history of 50 mining excitement since the days of '60 and long before, and this same thing will occur again at certain periods long after the close of the present generation have moldered in their graves. How many blasted hopes, shattered fortunes, how much suffering, disease and death have followed in the tracks of all these mad, mad schemes, and how many never record. These features are soon forgotten, but the bright side of the question, the big strikes made, the sudden rise to fortune, the sudden fall to poverty, very few, lucky ones will stand out prominently and little the ears and imagination of the adventurous of all classes and ages.

WHARF AT PANAMA.

Old System of Lighterage to Be Done Away With.

NEW YORK, July 19.—A dispatch to the Herald from Panama says: The Pacific Mail steamship Costa Rica sailed on the 18th inst. for the Panama Railroad wharf at La Boca, near the entrance to the canal Tuesday. She came in loaded through the canal channel, and was the first steamer to be loaded at the wharf was 40 feet. This is the first time that a large vessel has come to the wharf. Other ships of great tonnage have been loaded and the new system will completely revolutionize the handling of freight, which, since the opening of the Panama Railroad, has been done by means of lighters and steam tugs down the bay.

Frank Turk in Honolulu.

Frank Turk, formerly in the sailor boarding-house business in this city, is now in Honolulu, Hawaii. He is in partnership with a man named Lewis, from San Francisco, and they are supplying crews for all of the ships in the harbor. They are doing considerable business with ships bound for the Coast. Turk's institution is run under the name "United States Home," but other sailors are not barred.

Fishing Vessels Ice Bound.

ST. JOHNS, N. F., July 19.—The latest reports show that the Straits of Belle Isle are blocked with ice, following the 1000 fishing vessels are icebound and unable to reach the Labrador fishing grounds. As some 20,000 fisher folk are involved in the ice, the result is a heavy fishery, the most disastrous results are likely to ensue.

Domestic and Foreign Ports.

ASTORIA, July 19.—Arrived—At 1 P. M. and left up at 5:30 P. M., steamer Columbia, from San Francisco; steamer Signal, United States cruiser Philadelphia, from San Francisco; steamer Signal, from P. M., smooth; wind, northwest; weather clear.

SAN FRANCISCO, July 19.—Sailed—Bark

San Francisco, July 19.—Sailed—Bark Schooner Gotama, for Coos Bay. Arrived—Steamer State of California, from Portland; barkentine J. M. Griffith, from Port Hadlock; steamer July 19—Steamer Rio Jun Maru, for Yokohama.

SAN DIEGO, July 19.—Sailed—Bark

San Diego, July 19.—Sailed—Bark Vidler, for Portland; steamer Electric, for Portland; bark Risper, for Port Townsend.

Cardiff—Sailed July 19—Ship

Cardiff—Sailed July 19—Ship Thistle, for Santa Rosa.

Portland, July 19.—Sailed—Empress

Portland, July 19.—Sailed—Empress of Japan, for Vancouver; steamer Plymouth, July 19.—Arrived—Columbia, from New York.

Cherbourg, July 19.—Sailed—Gros

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Bremen, July 19.—Sailed—Empress

Bremen, July 19.—Sailed—Empress of Japan, for Vancouver; steamer Plymouth, July 19.—Arrived—Columbia, from New York.

Bremen, July 19.—Arrived—Lehn

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Rotterdam—Sailed July 19—Maasdam

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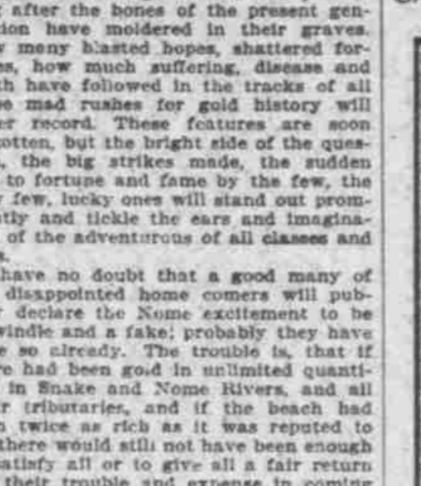
MINING IN THE JOHN DAY

RICH GROUND THAT HAS BEEN BARELY SCRATCHED.

Need of Hydraulic Machinery and Systematic Work—Good Openings for Capital.

UKIAH, Camas Valley, Or., July 19.—(To the Editor.)—When I passed through this country some 14 years ago, these were scarcely a dozen permanent settlers in it, where now I find quite an extensive population. This country is reached by daily stages from Pendleton, up McKay Creek and over the divide to Pilot Knob, on Birch Creek; thence on a few miles to Mrs. Wilson's for dinner. We then crossed the summit to Camas Valley, a most beautiful place, hidden away in the Blue Mountains. This valley is about 15 miles long, 10 wide, with two nice little towns, Alba and Ukiah, situated some six miles apart, supplied with churches, schools, and usual requisites in the way of hotels and shops, and with only one weekly paper, the Ukiah Sentinel, owned and managed by Fred Herrett, who is also the Mayor of the town. He informed me that the Valley was strongly Republican.

GALLERY OF NEW MEMBERS OF THE OREGON LEGISLATURE.



DR. ARTHUR W. VINCENT, A REPRESENTATIVE FROM WASHINGTON COUNTY.

Dr. Arthur W. Vincent, one of the Representatives from Washington County, of Tillamook, was born on a farm near Lexington, Sausalito County, Mich., in 1868. He obtained a good common school education and at the age of 18 began teaching in the schools of his native county. Three years later he came to Oregon, and continued teaching in the schools of Washington County. He was married in 1888, and settled at Troutdale, where he engaged in the practice of medicine at Gresham, Or., where he remained about three years, after which he spent one year in the Portland Hospital, as resident physician. He then located at Tillamook, where he has since followed his profession. He joined the Oregon Medical Society of the State of Oregon in 1893, and has since been a contributor to the journal of the society. He is also a member of the Washington County Pomona Grange, and for two years Master of the subordinate Grange at his home place. Though deeply interested in social and political questions, he has taken no active part in politics. His nomination and election to the Legislature came without his having made any effort to secure the honor.

THE PERRINES

THE PERKINS

THE ST. CHARLES

The Perrines, Perkins, and St. Charles are three of the most prominent families in the Camas Valley. They have been engaged in mining for many years and have accumulated considerable wealth. The Perrines family is one of the oldest in the valley and has been engaged in mining since the early days of the settlement. The Perkins family is also one of the oldest and has been engaged in mining for many years. The St. Charles family is a more recent addition to the valley but has also been engaged in mining for many years. All three families have made significant contributions to the development of the Camas Valley and are well-respected members of the community.

ENEMIES OF THE FOREST.

Insects That Destroy More Timber Than Mills Use.

WASHINGTON, July 19.—After years of effort and constant vigilance the General Land Office through its field inspectors, has taken up and successfully stamped out to a great degree, the forest depredators which worked such devastation in the great forest areas of the West. By strict regulations the human depredator was suppressed, if not exterminated, and by an adequate force of forest rangers the forest has been held in check, and the damage wrought by this element has been reduced to the minimum. But now the attention of the Land Office is being called to the attention of the insect depredator, which has been called to the attention of the Land Office. It is the insect or wood-borer that is making great inroads into the forests of the West, and it is a new arrival, and little is known of him. The first time the officials in Washington were informed of his presence was in 1897, when he was reported to have been seen in the forests of the West. Since then he has been found in many places and it is believed that he will be a common pest, and will die. Foresters in that region have become greatly alarmed at the steady work of the unknown depredator. They say he begins his operations west and southwest of Deadwood, and is now moving in a southeasterly direction, with no signs of stopping, and it is believed that he will be a common pest, and will die. Foresters in that region have become greatly alarmed at the steady work of the unknown depredator. They say he begins his operations west and southwest of Deadwood, and is now moving in a southeasterly direction, with no signs of stopping, and it is believed that he will be a common pest, and will die. Foresters in that region have become greatly alarmed at the steady work of the unknown depredator. They say he begins his operations west and southwest of Deadwood, and is now moving in a southeasterly direction, with no signs of stopping, and it is believed that he will be a common pest, and will die.

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