

BIG STEAM FLEET

Many Vessels Leave Puget Sound for Portland.

FIVE SIX-THOUSAND TONNERS

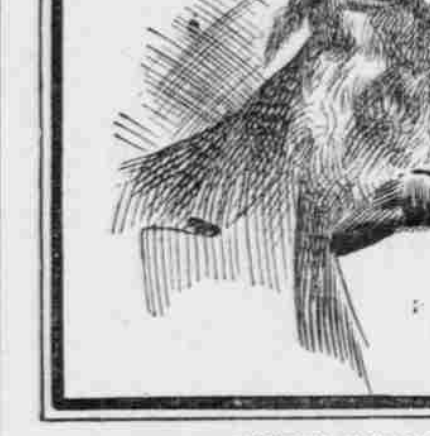
Remarkable Showing for the Past Six Weeks—Kintuck is Due This Morning—November Grain Ships Arrive.

The China Mutual Line Kintuck, at present in the service of the Government, sailed from Seattle at 10:30 o'clock yesterday morning, and is due at the mouth of the river this morning. The Kintuck is the fifth 6000-ton steamer to come around from Puget Sound to Portland for cargo within the past six weeks. This is probably the highest tribute that can be paid to Portland as a desirable port for ships to secure cargoes. The first of the five mentioned was the British steamship Strathgyle, which secured about a third of a cargo at Tacoma, and was forced to come around to Portland to secure the remainder. Following the Strathgyle came the Dutch steamship Wilhelmmina. This steamer was chartered at exactly the same rate as those made by Oregon or Portland, but on account of the quicker dispatch and cheaper port expenses, steamed an additional 300 miles in order to load here. The third steamer was the Almond Branch, which came around in ballast to load a 2,000,000-foot cargo of lumber.

OLD STEAMBOAT MAN DEAD

Captain William J. Buchanan, Who Came to Oregon in 1844.

William J. Buchanan, a pioneer steamboat captain and early resident of Portland, died yesterday at St. Vincent's hospital. He was born in Pennsylvania in 1830, and learned the blacksmith's trade at Quincy and Springfield, Ill., and served for a time in the Chicago, Burlington &



CAPTAIN WILLIAM J. BUCHANAN.

Quincy shops at Quincy, when the Civil War broke out he enlisted in the Seventh Illinois Cavalry, and served until discharged on account of injuries received in an engagement at Peoria. After recovery he came to Oregon in 1844. He was one of the original promoters of the Willamette iron works with Peter Taylor, John Nation, James and John Fox, A. H. Hallberg and George A. Flinders. He was foreman of the blacksmith works of the mill until 1868. In that year he went into the steamboat business, building the steamer Wasp, which ran for a while between Portland and Vancouver. His brother, I. W. Buchanan, now dead, was associated with him in business. They built the tug Ben Holladay, and were the first men on the river to make a specialty of towing barges. Buchanan died at his home at 421 1/2 Broadway, Portland, Ore., at 10:30 p. m. yesterday.

TRADE CONTINUES HEAVY

BUSINESS SITUATION PRESENTS NO UNFAVORABLE FEATURES.

Iron and Steel Are Still Booming—Some Improvement in Wool—Bank Clearings.

NEW YORK, March 15.—Bradstreet's tomorrow will say: The general situation is without important change, the events of the week appearing to accentuate heretofore prevailing conditions. Distributive trade and speculation in securities continue large in volume with prices rising from suppression. As types of these movements, the iron and cotton goods industries are pre-eminent and these two seem like opposite poles, so marked is the difference in trade in feeling and conditions. In most other industries, the reports are quite favorable, notably in this direction being lumber, leather and hardware and implement trades. Western and Southern distributive trade reports are quite favorable, and the reports of active demand for dry goods and clothing at the West, contrast sharply with the reports of dull business and the receding prices of

March 1, against 70,521 tons five months ago. Boot and shoe shops are well occupied, Eastern factories having their full capacity engaged, in some cases up to September 1, and even the less fortunate makers have orders for some months. Leather is active and well sustained. Slight improvements in special line of textiles are occasionally noticed, but prices are maintained with difficulty. Further declines are reported in wool, making a material fall since the month opened. At the last concessions, Boston holders exhibit an inclination to refuse bids and there is more indications of steadiness than previously this season. Prospects for a good winter wheat yield are considered bright. Official reports of supplies on the farms March 1 showed the expected loss compared with last year, but a good gain over recent years up to 1899. Failures for the week were 309 in the United States against 190 last year, and 33 in Canada against 23 last year.

Bank Clearings. NEW YORK, March 15.—The following table, compiled by Bradstreet, shows the bank clearings at principal cities for the week ended March 14, with the percentage of increase and decrease as compared with the corresponding week last year:

Table with columns for City, Amount, and % Change. Includes cities like New York, Boston, Philadelphia, St. Louis, Baltimore, San Francisco, etc.



CAPTAIN WILLIAM J. BUCHANAN.

print cloths, bleached cottons and other fabrics at first hands. Railway returns continue highly favorable, confirming reports heretofore published of activity in general shipping, and reports of a shortage of cars, a strange one at this season of the year, come from Chicago and other large centers. Clearings are of heavy volume, and in this as in nearly all other branches of trade, improvement present records surpassing all previously recorded for this season of the year. Conditions in the domestic iron and steel demand recall the boom of 1899, and it becomes more and more evident that an enormous consumptive demand, discouraged by the high prices of a year ago, is now coming freely into the market. Wool is in larger sale, and foreign markets are quite strong. Eastern stocks are said to be small and declining and the situation is gradually readjusting itself. The Government report of wheat in farmers' hands, pointing to 40,000,000 bushels less held than a year ago, was regarded as a bullish feature and, counted with light Northwestern receipts, caused a rise. Fleece mills are doing much better, and to realize, and the net change for the week is slight. Wheat, including floor shipments for the week, aggregate 4,693,829 bushels, against 4,223,325 bushels last week; 2,757,450 bushels in 1900, and 2,775,000 bushels in 1899; and 4,134,000 bushels in 1900. From July 1 to date this season, wheat exports have been 143,771,458 bushels, against 141,216,936 bushels last season. Business failures in the United States for the week number 317, against 298 last week, 190 in 1900, and 221 in 1897. Canadian failures for the week number 25 against 23 last week, 28 in this week a year ago, and 21 in 1899.

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THE BUFFALO EXPOSITION.

The President Will Open It by Telegraph.

BUFFALO, N. Y., March 15.—It has been decided to open the Pan-American Exposition May 1. At that time President McKinley and his Cabinet are expected to be on their way to the Pacific Coast. It is proposed to connect the President's train by telegraph with the Temple of Music. Direct telegraphic communication will also be established with the executive offices of the Presidents of all the Republics of the Western Hemisphere and the Government of Canada. At precisely 2 o'clock, Buffalo time, they will all be requested to touch electric buttons in their offices, which will start pieces of machinery at the exposition. At the same time it is expected that each will transmit a message of greeting. President McKinley will then start the great fountain pumps, and will transmit over the wires a message of greeting. May 14 it is proposed to hold imposing dedicatory ceremonies when it is expected that Vice-President Roosevelt, Governor Odell and a large number of National and diplomatic officials will be present. A day, probably between June 9 and 12, will be designated President's day when President McKinley and his party on the return from the Coast, will be present.

A Fever District—South Africa.

The Contempory Review. The Beira Railway runs through such a fever district and accidents are so common that the Government of South Africa employs a doctor entirely to look after its employees. He receives, I believe, some £300 a year and allowances—at least, so I am assured. His life is a lonely and hard-worked one. He is continually on the move. One man is only able to look after about 200 miles of the railway. Even along that small area seldom a day passes but he has some one to tend up or physic. Sometimes he has to travel over 100 miles on a nigger-propelled trolley in order to look up one sick case. Yet, at the same time, many die without attention. The doctor's duty is to keep the company's work of fever to be met with anywhere. It never falls to attack the white man sooner or later. It is extremely steady in its progress. It is about the worst kind of fever to be met with anywhere. It never falls to attack the white man sooner or later. It is extremely steady in its progress. It is about the worst kind of fever to be met with anywhere.

Help for Weak Women. Thousands of women endure the tortures of living death and at last succumb to the diseases peculiar to their sex without knowing of the life and health which is theirs if they use Dr. Williams' Pink Pills for Pale People.

Dr. Williams' Pink Pills for Pale People. The birth of my first child left me in a deplorable condition. My system was broken down and I suffered from general debility. I was exceedingly nervous and rheumatism often troubled me. My appetite failed me and the most delicate and inviting food failed to tempt me.

DR. SANDEN'S BELT. Has no equal for the cure of Nervous and Physical Debility, Exhausted Vitality, Varicocele, Premature Decline, Loss of Memory, Wasting, etc., which has been brought about by early indiscretions or later excesses.

ILER'S PURE MALT WHISKY. Two friends in emergencies. The Doctor and Iler's Pure Malt Whisky. Purity above suspicion.

HERPICIDE. Destroy the Cause, you Remove the Effect. Newbro's Herpicide kills the dandruff germ which causes falling hair, and finally, baldness.

ESTERBROOK'S STEEL PENS. Every Esterbrook Pen is Warranted. 150 Varieties. For sale by all stationers. THE ESTERBROOK STEEL PEN CO., Works, Camden, N.J. 26 John St., N.Y.

NOMIA ARRIVES OUT.

Vessel Chartered for January, 1902. Loading, Just Reaches Europe.

Two more of the November grain ships which left here with the big fleet which got away early in November, arrived out at Queenstown yesterday with passages which were very close to those made by the two reported Wednesday. The Kilmorey, which left the Columbia the same day as the Sirius, arrived out yesterday after an average passage of 130 days from the Columbia. The time was generally regarded as the fastest of the fleet which left at that time, but failed to maintain her reputation. The German ship Nomia, which left two days later than the Kilmorey, and the Sirius, arrived out yesterday after a passage of 128 days. The Nomia has been chartered for January, 1902, being at present in ballast, and is the longest shot of the season, to date. Before she again reaches this port she must discharge her cargo of wheat, take in ballast, cross the Atlantic to load oil at Philadelphia for New York for the Orient. There is a stretch of about 15,000 miles to be covered before she reaches a port of discharge in the far East, and, after getting rid of her oil cargo, she must take in ballast and sail over another stretch of 1500 miles before she reaches the cargo for which she was chartered. The total distance which the vessel must sail is not less than 23,000 miles, and it is probable that the wheat which will make up her cargo has not yet been sown.

Mutinous Crew Released.

NEW YORK, March 15.—The 12 sailors and firemen of the British tramp steamer Camperdown, who mutinied March 4 when the vessel went on the shoals off Cape Cod, after getting rid of her oil cargo, and who were arrested here, have been discharged by United States Commissioner Shields. The men shipped under British papers and Charles Fox, of the British Consul's office, who contemplated extradition proceedings, asked that the men be released. Exploratory of that Mr. Fox stated that Captain Smith, of the Camperdown, refused to go to England to press his complaint against the mutineers. The Consul has no authority to compel Captain Smith to go to England, consequently further proceedings on the complaint would be futile, Mr. Fox said.

Two More Grain Ships.

The British bark Butehire and the American bark Kate Davenport are still scudding around outside, and their places in the front row off the mouth of the river was taken last evening by the German bark Ferdinand Fischer, from Higo, and the British bark Dalbar, from Iquique. There is enough tonnage in the river for all requirements at the present time, but the exporters are hustling their ships out so fast that there will be only a moderate-sized fleet to catch by the end of the month. The Ferdinand Fischer made a very good passage coming across from the Orient in 30 days.

Vessels Off Mouth of River.

ASTORIA, Or., March 15.—The three deep-water vessels now off the mouth of the river are known to be the German ship Ferdinand Fischer, 31 days from Higo; British bark Butehire, 64 days from Hong Kong; and the British bark Dalbar, 59 days from Iquique. All of these vessels have pilots on board. The American bark Kate Davenport, also outside, has not.

To Deepen the Canal.

ALBANY, N. Y., March 15.—In a message to the Legislature today, Governor Odell recommends a continuation of the work begun several years ago of deepening the state canal to nine feet and lengthening the locks. The cost of carrying on this work to its completion is estimated at \$5,000,000.

Good Progress at Moving Potalloch.

SOUTH BEND, Wash., March 15.—The stranded Potalloch has been moved 150 feet from where she went ashore. It is now believed that unless the unforeseen happens the vessel will be deep water in a week or so. She will be towed to South Bend for repairs.

Domestic and Foreign Ports.

ASTORIA, Or., March 15.—Arrived in at 4:30 P. M. —Up at 1:30 P. M. —Steamer Alliance from San Francisco and other ports. Left up at 11:30 A. M. —British ship Astoria, British bark Thistle reported outside at 6 P. M. —German ship Ferdinand Fischer, British bark Dalbar, and British bark Balbar, from Iquique. Condition of the bar at 5 P. M. rough; wind, northwest; weather, cloudy. Hoquiam, Wash., March 15.—Arrived—Barkentine Monitor, from San Francisco, for Aberdeen; schooner La Titta, from San Francisco, for Aberdeen. Hamburg, March 15.—Arrived—Phoenicia, from New York. New York, March 15.—Arrived—Kaiserin Marie Theresia, from Naples. Guaymas, March 15.—Sailed—Schooner Fearless, for Puget Sound. Sydney, March 15.—Arrived—Ship Kilmorey, from Portland, Or.; bark Nomia, from Portland, Or. Seattle—Sailed March 14.—Steamers Dirigo and Victorian, for Skagway. Kings Road—Arrived March 14.—British ship Genista, from Oregon. Genoa, March 15.—Arrived—Steamer Trave, from New York via Gibraltar and Naples. San Francisco, March 15.—Arrived —Steamer Chico, from Tillamook; schooner

FIGHT ON BARBERS' LAW.

Commission and Sunday Closing Acts to Be Tested.

Suits to test the constitutionality of the law of 1899, creating the State Barber Commission, and the act of 1901, requiring barber shops to close on Sunday, will be begun in the State Circuit Court before Judge of Appellate Court, J. B. Smith, today. The suits were filed by the State Barber Commission, and the act of 1901, requiring barber shops to close on Sunday, will be begun in the State Circuit Court before Judge of Appellate Court, J. B. Smith, today.

GRAIN-O!

Remember that name when you want a delicate appetizer, bread, or a delicacy for the place of coffee. Sold by all grocers and liked by all who have used it. Grain-O! is a delicate appetizer, bread, or a delicacy for the place of coffee. Sold by all grocers and liked by all who have used it.

OUTLOOK IS BRIGHT.

Considerable Activity in a Large Number of Industries. NEW YORK, March 15.—R. G. Dun & Co.'s weekly review of trade tomorrow will say: Improving wheat crop reports, a big iron production seldom exceeded, strong cash prices for all iron and steel products that can be delivered, heavy grain exports at good prices, activity in minor industries, and a money market that imparts to the country a feeling of confidence, all combine to brighten the picture of the week. Threatening labor troubles seem more remote. The textile markets, long backward, have again failed to respond to the general condition in commercial circles. A slight recovery in cotton was not held, and the goods market shows a decline in a month from 5/4 to 5/2 cents in standard brown sheetings, 2 1/2 to 2 1/2 cents in wide sheetings, 5/4 to 5/2 in brown drills, and 5/4 to 5/2 in staple ginghams. Steel mills are doing much better, and to realize, and the net change for the week is slight. Wheat, including floor shipments for the week, aggregate 4,693,829 bushels, against 4,223,325 bushels last week; 2,757,450 bushels in 1900, and 2,775,000 bushels in 1899; and 4,134,000 bushels in 1900. From July 1 to date this season, wheat exports have been 143,771,458 bushels, against 141,216,936 bushels last season. Business failures in the United States for the week number 317, against 298 last week, 190 in 1900, and 221 in 1897. Canadian failures for the week number 25 against 23 last week, 28 in this week a year ago, and 21 in 1899.