INDRAPURA'S BIG CARGO

MAMMOTH LINER SAILED YESTERDAY FOR THE FAR EAST.

Carried Over 51,000 Barrels of Flour and 500,000 Feet of Lumber—Brabloch Clears.

The Portland & Asiatic liner Indrapura sailed yesterday for Hong Kong and way ports with the largest cargo that has yet been carried by any of the ships of the line. The consignment of flour on board the Indrapura is the largest that has left Portland for many months, and with two exceptions is the largest shipment ever made from the port. The Indrapura also took out the heaviest shipment of lumber that has ever been sent out on a regular Oriental liner. She had aboard over 500,000 feet of lumber, all for Hong Kong. This, of itself, was enough to load an average-sized schooner, and in addition to it and the big flour shipment the steamer also carried for Hong Kong 126 bales of hay and a lot of butter, fruit, machinery and miscellaneous freight. There was a shipment of 250 bales of domestics for Shanghai and a lot of groceries for Niu Chwang. The steamer was drawing over 23 feet of water, and, as the water is at a very low stage just now, had an excellent opportunity of testing the channel at its worst.

The big shipment of flour coming so soon after reports of a lifeless flour trade over the Pacific have caused some surprise, but most of the Indrapura's cargo was on old contracts, and what little new business there was in the shipment was at a very low figure, some of it being cleared as low as $2 40 per barrel. The total amount on board was 51,352½ barrels valued at $137,277. Of this, Hong Kong was down on the manifest for 33,536 barrels, Yokohama 11,316 barrels, Kobe 5500 barrels, and Nagasaki and Manila 500 barrels each. The flour cargo of the Indrapura is the fifth in excess of 50,000 barrels to clear from this port, and is the 19th in excess of 40,000 barrels. No other port in the world has made such a remarkable showing, as 19 of the cargoes averaged 49,443 barrels, and the total for the 19 was 885,073 barrels, an average of 46,853 barrels per cargo. The names of the vessels and the amount carried were as follows:

Steamer.	Bbls.	Steamer.	Bbls.
Eva	52,000	Mogul	46,345
Thyra	51,531	Abergeldie	45,593
Indrapura	51,352	Braemar	45,493
Eva	50,969	Mogul	44,999
Adato	50,425	St. Irene	44,755
Strathgyle	49,813	Braemar	43,065
Lennox	47,358	Mogul	43,012
Arab	47,801	Lennox	42,788
Lennox	46,450	Indrapura	40,886

ATCHISON'S ORIENTAL LINE.

May Use Pacific Mail Instead of Hamburg-American Steamers.

NEW YORK, Aug. 28.—The directors of the Atchison Railway and the Pacific Mail Steamship Company have under consideration a proposal to utilize the steamships of the latter company as a connection to the Orient for the rapidly-increasing traffic of the Atchison. Vice-President Morton, of the Atchison, who has charge of the negotiations on behalf of the railroad, is in this city but declined to give any particulars of the conditions of the proposed arrangements with the Pacific Mail Company, or the likelihood of its being put in force. It is understood, says the Post, that there is every prospect of an acceptable arrangement being concluded which will give the Atchison the facilities it needs for developing its commerce with Asiatic countries and which its officers regard as seriously hampered under its present contract for steamship service from California, particularly with the new line into San Francisco completed and in operation.

Negotiations were a long time pending with the Hamburg-American Company to put new vessels on the Pacific, but these have not been renewed since they were broken off some months ago.

LOG RAFT IS AFLOAT AGAIN.

Dredge Is Now at Work Cutting Out a Channel.

ASTORIA, Aug. 28.—The tugs Tatoosh and Richard Holyoke were successful in hauling the Robertson log raft off the mud bank at Westport this morning, and towed her back into the slough. The dredge is now at work cutting a channel through the bar, and this should be accomplished in a few days. The raft is believed to be wholly uninjured.

Will Inspect the Pilot-Boat.

The members of the Washington Pilot Commission will arrive from Ilwaco tomorrow to make a formal inspection of the pilot schooner Joseph Pulitzer, which is used jointly by the Oregon and Washington pilots. Under the Washington pilot law the commission is required to inspect the pilot-boat annually, and the members of the board are taking advantage of the regatta week to do the work now. They will live on board the schooner during the regatta.

LAST AUGUST SHIP.

British Ship Brabloch Is Ready for Sea With a Big Wheat Cargo.

The British ship Brabloch was cleared yesterday for Queenstown or Falmouth for orders with 119,275 bushels of wheat, valued at $75,655. The Brabloch was dispatched by Girvin & Eyre and will probably be the last of the August fleet from this port, as none of the other vessels in the river is in any hurry about finishing. The wheat shipments (flour included) for the month will be something over 600,000 bushels, which will be low tide for the year. The new season will begin gathering headway next month, and within the next 60 days Portland will be clearing three or four cargoes a week, and as the season advances will increase this to a cargo a day, when the season is at its height. The Brabloch has secured her crew, and will leave down tomorrow.

Victoria Shipping News.

VICTORIA, B. C., Aug. 28.—The bark Fort George, from Honolulu, and Havila, from Santa Rosalia, arrived today and report a large fleet of sailers outside, but, as far as can be learned, the overdue Battle Abbey is not among them.

The steamer Glenogle, from China, reports speaking the British ship Lawhill near Nagasaki. She had narrowly escaped being wrecked in a typhoon, and her carpenter had sustained injuries which Dr. Seeley, of the Glenogle, who went across in a rough sea to attend him, believed would result fatally.

Cotton Steamer Afire.

LONDON, Aug. 28.—Fire has broken out in the cotton in the second hold of the British steamer Mineola, from Galveston August 5 and Norfolk August 13, and arrived at Havre yesterday for Rotterdam.

Domestic and Foreign Ports.

ASTORIA, Aug. 28.—Condition of the bar at 5 P. M., smooth; wind, west; weather, clear.

San Francisco, Aug. 28.—Arrived—Steamer Grace Dollar, from Gray's Harbor; steamer Olympia, from Gray's Harbor; schooner John A., from Gray's Harbor. Sailed—Steamer Charina, for Seattle; steamer Wastowa, for Tacoma; steamer Progreso, for Tacoma.

New York, Aug 28.—Sailed—Sardinian, for Glasgow; St. Paul, for Southampton; Teutonic, for Liverpool; Friesland, for Antwerp.

Rotterdam, Aug. 28.—Arrived—Potsdam, from New York.

Shanghai—Sailed Aug. 24—Glen Turret, for Tacoma.

Queenstown, Aug. 28.—Sailed—Ivernia, from Liverpool for Boston.

Southampton, Aug. 28.—Sailed—Kaiserin Maria Theresa, from Bremen for New York.

Port Los Angeles, Aug. 28.—Arrived—Steamer Mineola, from Nanaimo.

Neah Bay—Passed in Aug. 27.—Steamer Aztec, hence Aug. 23; British steamer Wellington, hence Aug. 24; Danish bark Havila, from Santa Rosalia. Passed out—Schooner William Bowden, for Shanghai; schooner Tyre, for Mollendo; steamer San Mateo, for Port Los Angeles.

Port Townsend, Aug. 28.—Passed inward—Schooner John D. Tallant, from Guayaquil; steamer Lakme, from Skagway; steamer Senator, from Nome. Sailed outward—Ship Paramita, from Ballard for Port Pirie.

San Pedro, Aug. 28.—Arrived—Steamer Alcazar, from ——; schooner H. D. Dendixen, from Gray's Harbor; schooner Alvena, from Tacoma.

Port Townsend—Sailed Aug. 27—Schooner Forest Home, for Shanghai.

Coos Bay—Sailed Aug. 27—Schooner Emma Utter, for San Pedro. Arrived—Schooner Ivy, from Seattle.

Nora—Arrived Aug. 17—Steamer Valencia, from Nome. Sailed Aug. 15—Bark Fresno, for San Francisco.

Seattle, Aug. 28.—Arrived—Steamer Senator, from Nome.

Nome—Arrived Aug. 17—U. S. S. Rosecrans.

San Pedro, Aug. 28.—Sailed—Schooner C. S. Holmes, for Port Townsend.

Port Gamble, Aug. 28.—Arrived—Schooner John D. Tallant, from Guayaquil.

Seattle, Aug. 28.—Arrived—Steamer Lakme, from Skagway.

New York, Aug. 28.—Arrived—Servia, from Liverpool.

Greenock, Aug. 28.—The U. S. training-ship Buffalo, Commander Charles T. Hutchinson, which sailed from New York July 17 on a cruise, has arrived here.

London, Aug. 28.—Arrived—Cambrian, from Boston; Menominee, for New York.

Cherbourg, Aug. 28.—Arrived—Pretoria, from New York for Hamburg.

Marseilles, Aug. 28.—Arrived—California, from New York via Naples.

Liverpool, Aug. 28.—Arrived—Michigan, from Boston; Oceanic, from New York; Waesland, from Philadelphia.

Southampton, Aug. 28.—Arrived—Lahn, from New York for Bremen.

Glasgow, Aug. 28.—Arrived—Anchoria, from New York; Buenos Ayrean, from Montreal via Liverpool.

New York, Aug. 28.—Arrived—Bremen, from Bremen; Mongolian, from Glasgow.

NEW BOARD OF TRADE.

It Will Try to Secure New Industries for Dallas.

DALLAS, Aug. 28.—At an adjourned meeting of the Board of Trade for permanent organization last night the following officers were elected: President, M. M. Ellis; vice-president, J. E. Sibley; secretary, J. C. Hayter; treasurer, R. E. Williams; board of directors, William Grant, E. C. Kirkpatrick, E. J. Luther, J. G. Van Orsdel, W. C. Brown, B. H. McCallon. The spirit of the meeting showed a determination to advance the interests of Polk County and Dallas in particular in every way possible. It was the sense of the meeting that now was the time to secure a creamery for Dallas, and an effort to this end will listen be made. It is also proposed to work for a sash and door factory.

AT THE HOTELS.

THE PORTLAND.

C F Fee & fam, St P
Alex Cohn, S F
L D Owens, Seattle
R Wilson & wf, Wallace, Idaho
Geo C Reiter, U S N
H Bolster, Spokane
F D Whitney, St Jo
W Y Sears, Omaha
A A Barber, Chicago
H B Metz, Dayton, O
Mrs H A Barker, Chgo
E P Dunning & wf, New York
F Hoendorf, do
Moss Wood, N Y
E B Beam, Paterson
Mark Mellistrem, Ohio
E N Bee, S F
A S Jackson, Pendleton
P French, Boise
C C McDonald, S F
G F Hawley & wf, S F
G M Hawley & wf, San Diego
C W Fulton & wf, Asto
W L Robb & wf, do
W T Chutter & wf, do
Mrs C J Trenchard, do
Mrs J E Higgins, do
Mrs C L Houston, do
Miss May McIntosh, do
Miss Pearl Cole, do
Miss Anita Trenchard, Astoria
Miss Margaret Higgins, Astoria
Miss Nan Reed, Asto
Mrs S Danziger, do
E K Massie, U S A
Miss Ivy Barker, city
C Smidt, do
D L Houston, do
W P Benton, U S A
P C Gerhardt, S F
Sol E Lion, Cincinnati
G G Jordan, Ga
C N Shaples & wf, Seattle
Miss Gordell, Des M
R C Stevens & wf, Seattle
Mrs F S Bascom & son, Salt Lake City
Mrs R C Gimmell, do
Walter H Robinson, SF
T O Hilbourn, Chicago
Mark Bailey, N Y
H D Howser, Spokane
A T A Himmelwright, N Y
C H Clark, Seattle
Miss L L Marston, do
Major J G Warren, U S A
J Hoyt Smith
J H Menge, New Orlns
Mrs J H Menge, do
Miss Pauline Menge, do
Miss Mamie Menge, do
S H Sherman

THE PERKINS.

E E Savage, Hood R
Lee W Farmer, Duluth
E F Lawrence, Seattle
J W Hobbs, McMinnv
John Barclay, Wash
F N Smith, Tacoma
C H Farmer, Duluth
Mrs Farmer, Duluth
Geo V Lerch, S F
F N Little, Seattle
J C Jeffrey, do
Nelson Rich, Wash
Mrs L H Waterman, Wash
Mrs Wainwright, Everett
Mrs T Herb, Greeney
Jas Byron, Toledo, Wn
J H Foster, Walla W
Mrs Foster, do
Anna Harn, do
Mrs H M Adams, Spok
L A Loomis, Nahcotta
Miss Florence, do
Jno E Quatson, Chgo
Jas N Glover, Spokane
Mrs Glover, do
Fred H Brown, Colfax
Geo O'Rourke, W W
T A Barlow, Victoria
E Martin, Denver
E Oppenheimer, S F
A P Halfhill, L Ang
W S Byers, Pendleton
E R Harrie, O R & N
R W Warsham, Malheur City
J B Cartwright, Albny
F W DeLouman, What
Jas McIntosh, Olympia
Mary Hargrave, Kelso
Walter Hargrave, do
Margaret Brown, Ind
Ed Curran, Condon
Orion Kenersly, Dalles
Chas Butler, Pt Town
T L Douglas, Aberdeen
J M Glascow, Chicago
T Wigman, city
J A Pinch, Albany
John Cary, Dalles
N K Wilson, Tacoma
W O Meadow, Monmth
G A Serfling, do
E L Spinks, Dawson
Mrs Spinks, do
Mrs T A White, McMin
Miss Lettie Ruffner, do
Mrs G W Cornell, Baker City
Master Cornell, do
A J Lennon, S F
Mrs R E Teall, Seattle
G W Lawson, Vancouver, B C
G W Woodson, Billings
Mrs Woodson, do
Percy R Kelly, Albany
Mrs Lee Teutsch, Pendl
Master Teutsch, do
Miss Nell McMullin, do
Ben Bissinger, Phila
J W Hobbs, McMinnv
John L Maurer, Nome
R S Fisher, Dalles
A Keller, do
J B Welter, Minn
Mrs J B Welter, do
T W Welter, do
Mrs G C Osburn, Athnn
P A Bounds, N Yak
Carrie J Doolittle, Iowa
E Hofer, Salem
Master Hofer, do
J J Carr, Boise
Mrs Carr, do
Miss Mayne Carr, do
Dr C Rose Baker, do
W H Wehrung, Hillsb
F B Chase, Eugene
J J Miller, Tacoma
E H Applegate, Or
L C Applegate, do
J P Anderson, Tacoma
H P Awbright, Hoqum
F E Megroth, St Paul
E C Lawrence, Ill
Louise Lawrence, do
H S Butt, Newberg

THE IMPERIAL.

C. W. Knowles, Manager.

H W Oliver, Portland
M Wasserman, do
J F Bell, St Louis
M A Bryte, S F
Miss Alice Crismon, Salt Lake
Miss Louise Spencer, Salt Lake
Miss Daisy Harrom, do
Richard Smith, Spokn
Geo F Hawley, S F
Mrs Geo F Hawley, do
G M Hawley, do
C R Smead, W W
Mrs J M Bunnell, Wallowa
Orville Bunnell, do
Donald Bunnell, do
Lura Richards, Pendtn
C D Gordon, St Louis
C C Smallwood, Pendl
E J Evans, Chicago
Mrs Evans, do
F L Chambers, Eugene
F Owens, San Jose
W A Bun, Roseburg
C L Ireland, Moro
S H Kotsel, Salem
Chas Jones, Kalama
Walter Grover, do
Miss Hughes, Salem
Mrs Jackman, Mpls
Mrs Hover, Boise
Mrs Mandell, Halley
G M Serres, N Y
Mrs Serres, N Y
H Richards, Burns
Geo Shelley, Burns
M Long, Burns
L Bar, Centralia
Mrs L Bar, Centralia
Mr Vanderhort, Cal
Mrs Vanderhort, do
Miss Vanderhort, do
H J Frederick, Seattle
H L Detyen, S F
F Kronenberger, Jr, do
H Schwartz, Ala
Sam W Cox, K C
W Marks, Colfax
Mrs Marks, do
Mrs I L Campbell, Eug
Mrs F Rowland, Salem
W H Hill, S F
Mrs M S McCready, Snohomish
F B Day, Spokane
Fred L Hamilton, S F
Harry B Lechenby, city
Tacoma ball team—
John D McCloskey
M J Lynch
Dave Zearfoss
John F Flannery
C F McIntyre
James D Vrain
John Thielman
C R Carter
W E Moock
E F Staffort
Joe McCarty
Henry Stulz

Hotel Brunswick, Seattle.

European, first-class. Rates, 50c to $1 50. One block from depot. Restaurants nearby.

Tacoma Hotel, Tacoma.

American plan. Rates, $3 and up.

Donnelly Hotel, Tacoma.

European plan. Rates, 50c and up.

Hoppickers.

The O. R. & N. Co. will, until further notice, operate the commodious steamer Elmore to Mission Landing and way points on Willamette River, carrying passengers only. Leave Ash-street dock, Portland, at 7:30 A. M. Quick service and lowest rates. Ticket offices Third and Washington and Ash-street dock.

IN THE DRY WHEAT BELT

THE LARGEST PRIMARY GRAIN MARKET IN UNITED STATES.

Rich Field for Trade in Which Portland Is Not Working—Probable Yield of Adams County.

RITZVILLE, Wash., Aug. 26.—(Staff correspondence.)—The largest primary grain market in the United States last year was Ritzville, and from present indications she will retain her prestige through the coming season, although some of the Lincoln County points on the Central Washington will come closer to contesting the honor with her than they did last year. Located near the center of Adams County, this thriving city draws business from all points of the compass, the country tributary being of equal richness in all directions. This location enabled grain-buyers doing business here to last year handle 1,285,000 bushels of wheat. Some of them state that this amount will be increased to 1,500,000 bushels this season, but others are of the opinion that a number of other warehouses which have been established north and south of the Adams County metropolis will divide the business more evenly than has been the case in former years. Big yields of high-grade wheat are the rule in this county, as in Lincoln, Whitman and all of the other counties east of the Cascades. Farmers who ordered sacks early are nearly all coming back for more to meet the demands of a crop that is running from 10 to 25 per cent better than was expected. There is a considerable area in this county that is now producing its first crop, but this new acreage is slightly smaller than that of 1900.

In Portland Territory.

The O. R. & N. Co.'s Washtucna branch brings a portion of the new lands in the southeastern part of the county into Portland territory, and fortunately the yield down in this end of the county is running heavier than it is in the north. Estimates on the final out-turn vary less here than in some of the other counties, ranging from 3,000,000 to 4,500,000 bushels, with 3,500,000 bushels apparently a safe figure, and 500,000 bushels more not an impossibility. It is much easier to estimate the yield of this county on the basis of sack distribution, as there is only a small area of oats and barley, which are quite plentiful in other sections. The farmers in the vicinity of Ritzville seem to be selling more freely than at other points, and under the stress of competition some pretty full prices are paid, Walla Walla selling yesterday at 45½ cents, the highest price yet reported this season at any of the points so far inland. Fine weather has been experienced throughout the season, and the crop has been harvested in most sections earlier than it was last year. Ritzville enjoys the distinction of being about the first point at which farmers attempted to grow wheat on the cheap lands which were so plentiful east of the Cascades. Adams County lands which are now turning off 40 bushels to the acre were purchasable from the railroad company at from 50 cents to $1 50 per acre, and the Government had so much richer land to give away elsewhere that homesteaders refused to have anything to do with lands in the dry belt.

Pioneer in the Dry Belt.

Phillip Ritz, in whose honor the town was named, was among the first to try the experiment of growing wheat in the desert. Mr. Ritz had been a successful wheatgrower in Walla Walla County and was attracted to Adams County by the low prices at which land was obtainable. He was unfortunate in striking a dry season to commence with, and with a scarcity of water and a plenitude of squirrels his experience was disastrous, and after spending a fortune in endeavoring to demonstrate that wheat could be successfully grown in this semi-arid land, he withdrew in disgust. Summer fallowing and thorough cultivation were not so much in evidence in wheatgrowing in those days as they are at the present time, and to this fact is attributed a portion of the failure which attended the efforts of Mr. Ritz. As is the case in Lincoln County, there are farmers who have no faith in the permanency of the conditions which have enabled these cheap lands to turn off two bumper crops, and at least two others which were good enough to prove fairly profitable. Others are more hopeful and assert that never again will the effect of dry seasons prove so disastrous as in the years when there were only occasional patches of land under plow. A tribute to the theory that the breaking of these lands attracts and holds moisture is shown in the big demand and increased prices for them. A large number of the big wheatgrowers from Walla Walla, Umatilla and Wasco Counties have bought heavily in Adams and Franklin Counties, and have already witnessed an increase in value which has made the speculation highly profitable. The expense attached to breaking the ground in Adams County is somewhat lighter than it is farther north, where the woolgrass is more plentiful, but it is still nearly double the cost of the land in most localities in Adams and Franklin Counties. Once broken, it is an easy matter to keep this land under cultivation, as the soil is loose and mellow and works very easily.

Portland's Possibilities.

As previously stated, Portland has gained access to a portion of this new wheat region, but the country brought tributary to this city is small in comparison with what would be available if the Washtucna branch was pushed north into Lincoln County. The possibilities for development in the wheat-producing line in Lincoln, Adams and Douglas Counties are wonderful, and while three roads traverse this country from east to west, there is nothing running cross-country. The Central Washington, the richest feeder the Northern Pacific has in the West, hauls wheat over 100 miles into Spokane, thence back over the main line to Puget Sound. A 100-mile extension north from Washtucna would pass right through the center of Lincoln and Adams Counties and would enable wheat on the Central Washington branch of the Northern Pacific to reach tidewater at Portland by a haul of fully 100 miles shorter than that now being made by way of Spokane. The wheat yield of the State of Washington will continue to show a large increase each year, and in the future these increases will be heavier in territory not tributary to this city than they will be in that portion of the state traversed by the O. R. & N. Co. Wherever Portland buys wheat her merchants sell goods, and vice versa. From present indications about 40 per cent of the wheat of the State of Washington for 1901 will find an outlet by way of Portland. The number of bushels of Washington wheat going out by way of the Oregon metropolis will be larger in the future than it is now, but unless the O. R. & N. Co. goes into the new country the percentage will gradually dwindle each year. E. W. W.

The Faithful Motorman.

Harper's Weekly.

After much toing and froing upon the electric cars in the City of New York and elsewhere, I am inclined to say a good word for that much-abused individual, the motorman. He has been held up to public reprobation for a number of years, and there are not wanting persons who consider him to be a positive menace to the public safety. It is unquestionably true that there are many accidents upon the lines of our surface railroads, but when it comes to fixing the blame for these I am not so sure that we have the right to lay the burden upon the shoulders of the man behind the brake. I have taken some pains to watch several of these fellows at their work, and I must confess that I did not envy them the nervous strain of the job. It appeared to me more than once as if the public took particular pains to get in the way of the swiftly running cars. Horses, wagons, trucks, automobiles, messenger boys and shoppers swarm from one end of the Broadway route to the other. Curves and crossings have to be passed, and through a maze of traffic that would bewilder the ordinary wayfarer of phlegmatic temperament the motorman must conduct his car with regard to the safety of those within and without. For the one accident that occurs, and that brings down upon his head the wrath of the public and the retribution of the law, there are doubtless a hundred escapes which are due to nothing but his vigilance, for which he receives not only no praise from the people, but a very considerable amount of abuse from the man in the street, who considers his escape to be due to his own cleverness. It is only right and proper, therefore, that when we read of this person or that being run over, or of Mr. So-and-So's carriage having been upset by one of the electric-cars, in our inclination to blurt out our periods of condemnation we should bear in mind the tremendous responsibilities resting upon the shoulders of the motorman, the iron nerve required to meet the exacting and emergent duties of his office, and the high standard of excellence with which in general he performs his required functions.

I propose his health. He needs it. He has a harder task than any member of Congress that ever lived, and he carries his constituents through with a higher average of satisfaction to all concerned than these latter worthies dream of or even seem to wish for.

TO SUCCEED DAWES.

Ridgely Favored for Next Controller of the Currency.

WASHINGTON, Aug. 22.—Who will be the next Controller of the Currency? That is a question that is asked frequently in Washington, but no satisfactory answer is given. The latest indications seem to point to one Ridgely, a son-in-law of Senator Cullom, and there are several reasons why Ridgely may have an advantage over other candidates. In the first place he is from the same state as the retiring Controller, Mr. Dawes, and is indorsed not only by Senator Cullom, but by Senator Mason as well. Whether or not he is recommended by Mr. Dawes is not known, but there is a probability that he will be in the end. And hereby hangs a tale.

Mr. Dawes is nothing if not shrewd and far-sighted. He is a candidate for the Senate to succeed Billy Mason. Dawes is not a machine man, but a free-thinker, something on the order of Vice-President Roosevelt. But withal, he keeps his eyes open, and generally sees his way clear through before he undertakes any particular accomplishment. And he usually wins. In the past the President has deferred almost entirely to Mr. Dawes in making appointments in the Controller's office. Mr. Dawes' selections have, without exception, turned out to be first class men. They were not favored for political reasons, nor because they could return the favor, but because Dawes knew them to be men of merit and employed his opportunities to bring merit to the front.

It is believed the President will listen to Mr. Dawes, more than to any other person, in selecting the next Controller of the Currency. At the same time, while he could not do so openly, it is believed the President prefers to see Dawes, rather than any other Illinois Republican elected to the Senate, and he consequently will use his under-influence in behalf of the Controller.

Dawes, then, has several points to his own advantage. By indorsing Ridgely for Controller, he would practically assure his appointment, and thereby command the support of Cullom in his Senatorial campaign. By adding his indorsement, moreover, he escapes the criticism of the Mason faction, for Mason himself has indorsed Ridgely. In this way, Dawes will be able to strengthen his own cause, and in a way that cannot give the opposition additional grounds for complaint.

Then it will be a plain case of Dawes (anti-machine), against Mason (machine, and not over-popular with the machine, either). The people of Illinois seem to realize that Mason is not the man to represent them in the Senate. On the other hand, Dawes, young, active, and brilliant, has all the qualities that go to make up a successful, accomplished and polished statesman and orator. Starting in the Senate early in his career, he would unquestionably have a long and successful public career opened to him, which would reflect credit upon himself, as well upon the state which elects him. As between the two, the state of Illinois has no choice.

MUSICAL INSTRUMENTS.

Statistics on German Imports and Exports to April 30, 1901.

The following is extracted from an article which recently appeared in the Zeitschrift fur Instrumentenbau:

The imports of musical instruments into Germany for the period from January 1 to April 30, 1901, compared with the same period of last year, show an increase in pianos, music boxes, and zithers; the other branches have remained about the same.

The imports of pianos increased from 33.18 tons to 38.58 tons, of which France furnished 20.83 tons, against 14.77 tons, and the United States 2.86 tons, against 4.74 tons.

The imports of harmoniums and organs amounted to 30.69 tons, 19.29 tons coming from the United States. The import of 15.32 tons of children's instruments is about the same as that of last year. Austria-Hungary furnishing 8.27 tons and France 3.75 tons. The imports of music boxes increased to 36 tons. Austria-Hungary furnished 11.46 and Switzerland 15.43 tons. The imports of accordions were 5.4 tons, Austria-Hungary furnishing 2.65 tons and France 1.21 tons. The imports of stringed instruments amounted to 17.86 tons; these instruments came almost entirely from Austria-Hungary. The imports of zithers increased from 6.5 tons last year to 12.57 tons for 1901, most of which came from the United States.

The exports of pianos increased from 4152.25 tons for the first four months of 1900 to 4385.61 tons for the same period of 1901. The exports to Great Britain have increased about 19 per cent; that to Norway, Russia, England, Sweden, and the Argentine Republic has fallen off.

The exports of harmoniums and organs have increased over last year by about 22 tons, this year's export being 152.12 tons. For these instruments, new markets have been found in the Netherlands, to which country 24.25 tons were exported. Austria-Hungary took 9.7 tons; Switzerland, 10.36 tons; Great Britain, 15.87 tons; and Russia, 23.48 tons. The export of music boxes amounted to 288 tons.

The decrease in the exports of accordions is over 7.7 per cent, the total being 695.66 tons. The loss was mainly in the United States trade.

The exports of violins have fallen off from 99.90 to 93.03 tons. Those to the United States, however, show a material increase.

In other stringed instruments Germany exported 10.47 tons, against 11.02 tons last year; the United States purchased 3.86 tons, against 3.08 tons last year, and Great Britain, 2.43 tons, against 2.09 tons.

The export of zithers increased to 83.33 tons this year.

BRAINARD H. WARNER, JR.,
Leipzig, July 11, 1901. Consul.

WHAT DO THE CHILDREN DRINK?

Don't give them tea or coffee. Have you tried the new food drink called GRAIN-O? It is delicious and nourishing and takes the place of coffee. The more Grain-O you give the children the more health you distribute through their systems. Grain-O is made of pure grains, and when properly prepared tastes like the choice grades of coffee but costs about ¼ as much. All grocers sell it. 15c and 25c.

Are unlike all other pill. No purging or pain. Act specially on the liver and bile. Carter's Little Liver Pills. One pill a dose.

NOT IN IT WITH PORTLAND

NO CITY IN THE WEST HAS SO LOW A DEATH RATE.

Oregon Takes Good Rank Among the States—Some Interesting Statistics on the Subject.

WASHINGTON, Aug. 23.—The most impressive fact about the recent report of the Census Bureau on the mortality statistics for the year 1900, particularly to the people of Oregon, is that the City of Portland is the healthiest city on the Pacific Coast, and, in fact, in the entire West, and the second healthiest city in the entire United States. That claim has always been made for Portland, and with attention called to the fact by the Census Bureau, there can no longer be any reason for doubt. The cities of Puget Sound, while showing low death rates, do not approach Portland.

An official of the Census Bureau who is familiar with Portland, and has been to St. Joseph, Mo., reported as the healthiest city, said he could not undersatnd how Portland did not take first place. "But," he added, "I suppose every one understands that the people of St. Joseph are so tough they won't die. They have to be killed. If it were not for that extraordinary condition, Portland would stand where its unequaled climate demands it should be—at the top."

But there were a number of other interesting figures contained in the report of the Census Bureau. Unfortunately, the figures did not give the death rate of the several states. This is especially unfortunate for Oregon, for there is good reason to believe that that state would hold the same comparative rank among states that Portland holds among cities. The total number of deaths in Oregon in 1900 was 3396, 2019 being males and 1377 females. The total deaths in Washington were made up of 3148 males and 1762 females, while in Idaho this total comprised 762 males and 480 females.

One of the most important tables of the report is that showing the number of deaths at different ages, which table shows that a number of persons in Oregon reached a ripe old age at the time of death. Out of the total of 3396 persons dying in Oregon, 372 were under 1 year of age, 100 were 1 year old, and 623 were under 5. Those dying between 5 and 9 years numbered 137; from 10 to 14, 119; from 15 to 19, 161; from 20 to 24, 180; from 25 to 29, 160; 30 to 34, 153; 35 to 39, 180; 40 to 44, 163; 45 to 49, 149; 50 to 54, 176; 55 to 59, 154; 60 to 64, 191; 65 to 69, 223; 70 to 74, 227; 75 to 79, 173; 80 to 84, 90; 85 to 89, 64; 90 to 94, 20; those at or over 95 numbered 8. In addition to these classified deaths, 45 persons died in Oregon at unknown ages.

The same class of figures are given for the City of Portland. Out of a total of 856 deaths, 106 occurred under 1 year, 20 at 1 year, and a total of 167 under 5. Those dying between 5 and 9 years numbered 32; 10 to 14, 24; 15 to 19, 32; 20 to 24, 47; 25 to 29, 42; 30 to 34, 51; 35 to 39, 54; 40 to 44, 55; 45 to 49, 48; 50 to 54, 45; 55 to 59, 50; 60 to 64, 45; 65 to 69, 52; 70 to 74, 49; 75 to 79, 31; 80 to 84, 8; 85 to 89, 11; 90 to 94, 5; and at 95 and over, 2. Six deaths occurred in Portland at unknown ages.

Out of the total number of deaths in Washington in 1900 (4910), 629 occurred under 1 year, and 1050 under 5 years. In the early life the lowest number of deaths occurred at 4 years, the total number being 73. The highest number, 349, occurred between the 35th and 39th year. Those dying between 80 and 84, 101; between 85 and 89, 28; 90 and 94, 19; at or over 95, 6.

SUEZ CANAL TRAFFIC.

Directors' Report on the Navigation for 1900.

The British Suez Canal directors have reported the navigation through the Suez Canal for 1900, as compared with that of the two previous years. The following is a summary of the report:

The net tonnage for the past year shows a decrease of 157,477 tons, as compared with that of 1899, but an increase of 499,549 tons as compared with that of 1898.

The transit receipts, which in 1899 amounted to 91,318,772 francs ($17,624,230) and were higher than in any previous year since the opening of the canal, fell to 90,623,608 francs ($17,490,356) in 1900, being a decrease of 695,164 francs.

The number of vessels which passed through the canal was 3503 in 1898, 3607 in 1899, and 3441 in 1900, of which 2295 in 1898, 2310 in 1899 and 1935 in 1900 carried the British flag.

There has consequently been a falling off in the tonnage of British vessels, which amounted to 6,297,743 tons in 1898, 6,586,310 tons in 1899 and 5,605,421 tons in 1900. During the same period the tonnage from German vessels has increased from 969,597 tons in 1898 to 1,070,767 in 1899 and 1,466,391 tons in 1900.

Of 2497 merchant vessels and vessels in ballast, of a net tonnage of 6,612,316 tons, passing through the canal, 1661 ships, of a net tonnage of 4,705,634 tons, were British, being fully 69 per cent of the number and fully 71 per cent of the tonnage; 291, or 12 per cent, were German vessels, whose tonnage was 11.1 per cent of the whole; France, Holland, and Austria-Hungary combined furnishing a total of 11.8 per cent of the vessels and 9.6 per cent of the tonnage of the carrying trade to the East through the Suez Canal.

In the 10 years 1889-1898, the annual net tonnage ranged from 6,783,187 tons to 9,238,693 tons, and the transit receipts from 66,167,579 francs to 85,294,769 francs ($12,770,343 to $16,461,890). The average of the net tonnage was 7,992,897 tons, and of the transit receipts 75,126,933 francs ($14,489,498), while in 1900 the net tonnage was 9,738,152 tons and the transit receipts amounted to 90,623,608 francs ($17,490,356). The mean net tonnage per vessel also rose from 1951 tons in 1889 to 2743 tons in 1899, as against 2830 tons in 1900.

The maximum draft allowed for vessels passing through the canal is 25 feet 7 inches, and 302 vessels, drawing more than 24 feet 7 inches, used the canal, as compared with 386 in 1899 and 374 in 1898, representing a percentage of 10.7 in 1898, 10.7 in 1899 and 8.8 in 1900. It is hoped that before long the maximum draft allowed will be raised to 26 feet 3 inches.

The number of troops carried through the canal in 1900 amounted to 154,249, as against 108,552 in 1899, being an increase of 29,711 Russian, 28,770 French, 22,634 German, 634 Italian, 587 Japanese, 319 Dutch and 297 Portuguese, against a decrease of 13,238 British, 8543 Turkish, 7891 Spanish and 7539 American troops, as compared with 1899. The number of civilian passengers amounted to 102,415 in 1900, as against 88,616 in the preceding year; while the number of pilgrims, emigrants and convicts was 25,530 in 1900, as compared with 25,179 in 1899.

In the year 1870 26,758 civil and military passengers were carried through the canal; in 1880 the number rose to 98,900; in 1890, to 282,203, as against 221,348 in 1899.

JOHN G. LONG,
Agent and Consul-General.
Cairo, July 1, 1901.

Rich red blood naturally results from taking Hood's Sarsaparilla. It tones the whole system.

Read the two sides of this story and then give a verdict on the evidence as to the merits of Dr. Pierce's Golden Medical Discovery.

WHAT MRS. HAYTER SUFFERED.

"I had been sick for more than a year with kidney trouble," writes Mrs. Lucy Hayter, of Jacksboro, Jack Co., Texas. "Several different doctors treated me, but none did me any good. One doctor said that I never could be cured, that I had Bright's Disease. I suffered nearly death at times; had spells the doctors called spasms. Was bed-fast most of the time for six months. My mother begged me to try Doctor Pierce's Golden Medical Discovery."

WHAT DR. PIERCE SAID.

"With but little hope I wrote to Dr. Pierce, and he said 'he could cure me.' I began to take his 'Golden Medical Discovery,' and although I had given up to die, I began to improve from the start, and by the time I had taken twenty-two bottles I was entirely cured. I weigh more than ever before in my life and am entirely well."

Dr. Pierce's Golden Medical Discovery cures diseases of the stomach and other organs of digestion and nutrition. It cures through the stomach diseases of heart, liver, lungs, kidneys, etc., which have their origin in disease of the stomach and its associate organs.

Sick persons are invited to consult Dr. Pierce, by letter, free. All correspondence private. Address Dr. R. V. Pierce, Buffalo, N. Y.

Honest Beer

The first brewery of Jos. Schlitz was a hut, but the beer that was brewed there was honest. That was fifty years ago. Today the magnificent Schlitz brewery forms a monument to that honesty.

From the very beginning the main object has been to attain absolute purity. In Schlitz beer pure yeast was first introduced in America. In the Schlitz brewery are all the inventions men have made for protecting beer from impurities.

Schlitz beer is even cooled in filtered air; then it is filtered, then sterilized. It is well aged to avoid the cause of biliousness.

Ask your physician about Schlitz, the beer that made Milwaukee famous.

'Phone Main 535 (O.T.Co.) J. Silvestone, 605 Ch. Com. Big, Portland.

Schlitz

HOSTETTER'S CELEBRATED STOMACH BITTERS

The Bitters makes health and prolongs life. It cures **Indigestion, Constipation, Biliousness, Flatulency, Chills and Fever.** It also acts gently on the bowels. Purifies the blood, strengthens the stomach, and nourishes the nerves. Try it.

REMOVE THE CAUSE AND KILL THE DANDRUFF