ERNEST LEGOUVE OVERDUE

FRENCH BARK NOW NEARLY FOUR MONTHS OUT FROM HOBART.

Wreck of Knight Companion Sold—Bids Opened for Small Steamer for the Government.

The French bark Ernest LeGouve is now out 118 days from Hobart for this port, and some anxiety for her safety is felt. It is feared that if the vessel is still afloat, her crew may be in a bad way for want of food. The vessel was originally listed as coming to this port from Madagascar, and had she come direct, would have reached here months ago. In order to take the fullest advantage of the French sailing bounty, however, the vessel sailed round by way of Hobart for orders, calling at that port November 8. Since that time, nothing has been heard of her. A few weeks ago, when the slump in freights occurred, her owners chartered her to load in San Francisco at 30 shillings, and since that time, the bar pilots and tugboatmen have been carrying orders for her, instructing the captain to go to San Francisco. As her canceling date was February 28, and freights have since declined materially, the orders instructing her to proceed to San Francisco have been recalled, and if she shows up off the mouth of the Columbia, she will be towed in at once, and will assist in keeping freights down to something a little lower than reasonable figures.

With such violent storms as have been raging off the Oregon and Pacific Coast for the past few weeks, it will not be surprising if a number of the en route fleet are either lost or turn up much the worse for year. The Vendee, with her disabled rigging, has not been sighted for several days, and has probably worked off Cape Flattery by this time. Two of the stormbound fleet that have been beating around off Cape Flattery have at last reached port, the Schiffbek at Port Townsend, and the Macdiarmid at Victoria. A number of others are due on Puget Sound and two or three are due at this port.

KNIGHT COMPANION SOLD.

Wrecked Portland & Oriental Liner Knocked Down for $18,000.

The wreck of the Portland & Asiatic Liner Knight Companion has been sold by the underwriters for $18,000. By the conditions of the sale the purchaser is not to interfere with the salvage of the cargo, nor will he share in any profits arising from saving the cargo. As has been previously stated, Captain Froggart was cleared of any blame in connection with the accident. Late Oriental advices bring further particulars of the proceedings of the board of inquiry. While the board in its findings censured the captain for not having exercised more caution, it returned his certificate and recommended that the coast in the vicinity of the wreck be more exactly charted. The Knight Companion now lies about a mile and a half off shore, but the captain claims that he was fully three miles off shore when his vessel struck, and that she has since drifted in shore. He insists that no rocks three miles out were marked upon his chart. The board apparently accepted his contention and called attention to the inefficiency of the chart used. It commended the action of the captain in standing by his vessel and for having exercised every care in preserving the lives of those on board and in endeavoring to save his cargo, salvage of which is now being proceeded with.

It is understood that the Japanese authorities are taking steps to ascertain the presence of a menacing unknown rock three miles out, at the spot where the Knight Companion is believed to have struck.

MARGHERITA'S ROUGH TRIP.

Big Transport Has a Hard Battle With the Elements.

Further particulars of the rough trip of the big transport Margherita, which put into Honolulu for coal 19 days after leaving this port for Manila, are at hand by the latest mail from Honolulu. The Commercial Advertiser of that port has the following regarding her voyage.

"The report of the trip tells a tale of head seas, and, as one of the officers put it, 'all kinds of weather.' The course was west, but the winds which were encountered were from the north, and the ship being fairly well loaded could not fight the head seas with any degree of success. The result was that very soon after the second week of battling with wind and waves the captain saw that it was the part of wisdom to head for this port, to secure the coal which will be necessary to carry him on to his destination. It is expected that the ship, which now lies in the stream, will be moved over to the naval dock today after the departure of the Grant, where she will take in about 500 tons of coal, which will be sufficient to take her on her way.

"The hard luck of the vessel was not over when she appeared off port, either, for coming into the harbor she went off her course and struck the point of a reef. Captain Macauley was on the bridge when the vessel struck, and he reports that she would not answer her helm. At least the ship got out of her course, and while going slowly, according to one of the men who saw the accident, went onto the point. She was careened somewhat, but was pulled off by her own power, and the report last night was that she had suffered no damage from the touch, as she was making no water. The blow which she received on her port bilge was not sufficient to make her leak at all.

"The tug Fearless was close at hand, and Captain Brokaw offered assistance, but the captain of the ship said he was in the hands of the pilot and he would not take any assistance. Very soon after the ship came off and proceeded to her anchorage."

VICTIM OF THE GALES.

German Bark Schiffbek Reaches Port After Tempestuous Trip.

PORT TOWNSEND, March 5.—After being buffeted about by tempestuous seas for 20 days, the German ship Schiffbek, from Santa Rosalia, succeeded in getting in, arriving this morning. She reports a stormy passage. On February 10, 11 and 12, latitude 43:17, longitude 131:38, a storm of unusual violence prevailed. On the 11th the storm was most furious, carrying away a portion of her rigging and demolishing furniture in the cabin. The lee rail was under water most of the time and the abatement of the storm is the only thing that saved the vessel. Yesterday morning, abreast Cape Flattery, in the Straits, she sighted a derelict schooner. The hull was under water; one mast was standing, with sail set. The derelict is supposed to be the Laura Pike, abandoned some time ago off Cape Blanco, and since then has been drifting in the course of coasting vessels.

UNDER A FOREIGN BANNER.

Report That Hill's Big Liners Will Fly the German Flag.

NEW YORK, March 5.—It is reported in shipping circles, according to the Journal of Commerce, that it is the intention of the Northern Steamship Company (the Great Northern Railway) to place under a foreign flag its two steamers now building for the Oriental trade at the Eastern shipbuilding yards, New London, Conn. Much interest has naturally been caused by the report, as these two steamers, when completed, will be the largest vessels in point of tonnage, displacement and carrying capacity in the world. They will be about 21,000 tons register and 38,000 tons load displacement to the deep load line.

Investigation shows, says the paper mentioned, that while the report may not be declared entirely correct, there is much substantial basis for it. The facts are that competition in the Orient is so keen—and is constantly becoming keener—that J. J. Hill and his friends feel the need of securing every advantage possible. Preference leans apparently toward the German flag, owing to Germany's advantageous navigation laws.

Mr. Hill's objections to the American flag are said not to be based on the question of expense or high wages, but on the lack of protection to shipowners. The German laws will give the captain the most effective control of the crew.

NEW GOVERNMENT STEAMER.

Bids Opened for the Construction of a Boat for Fort Stevens.

Bids for the construction of a small steamer to be used by the Government in connection with the work at Fort Stevens were opened at the office of Colonel Jacobs yesterday. Joseph Supple, of this city, was the lowest bidder at $14,475, with Joseph Paquet a very close second with a bid of $14,740. Only one other bid was made, that of O. P. Graham, of Astoria, for $15,440. As Mr. Supple's bid is the lowest, he will probably receive the contract. According to the specifications, the work must be completed within six months from the signing of the contract. The new craft is to be a propeller 75 feet long, 13½ feet beam, and 4½ feet depth of hold. She is to be equipped with a tube boiler and finished in suitable style for carrying passengers as well as freight. Her engines are to be of the double compound type, 10 and 20-inch cylinders by 14-inch stroke. While somewhat smaller than the George H. Mendell, which was formerly in the Fort Stevens service, the new craft will be large enough to tow barges betweeen Astoria and the fort.

Prominent Marine Men.

Edmund L. Woods, secretary of the Board of Marine Underwriters, of San Francisco; Captain W. H. Gibbs, formerly of the American bark Olympic, and Emil Genereaux, a prominent young marine man of the Bay City, were in Portland for a short time yesterday, en route for Puget Sound, where Captain Gibbs has been appointed surveyor for the underwriters, with headquarters at Seattle. Captain Gibbs is pretty well known in Pacific Coast ports, having sailed in the round-the-Horn trade for a number of years. He was master of the American ship Besse when that unfortunate craft left her bones off the mouth of the Columbia River about 20 years ago, the spot where she disappeared still being marked by the "Besse buoy."

Lake Navigation Open.

CHICAGO, March 5.—The first boat to reach Chicago from the east shore this Spring was the Edward Buckley, which has just arrived from Manistee. She has a cargo of 1000 tons of salt. It is said the early opening of navigation at Chicago is due to the efforts of the salt trust in getting its product to market with as little delay as possible. It is expected that several others of the steam barge fleet will shortly enter the salt trade on Lake Michigan, but the big fellows whose business takes them to the lower lakes will have to wait for some weeks before the southerly winds open up a passage for them through the Straits of Mackinaw.

The Buckley reported but little trouble in getting through the ice floes on the way over.

Maritime Law Conference.

NEW YORK, March 5.—At the International Conference on Maritime Law to be held at Hamburg September 25, 26 and 27, steps will be taken looking to the adoption of the international code of laws on collision at sea and salvage. The delegates to the conference will be received by the Hamburg Senate, and it is expected that men in maritime and legal circles, including Baron Alverstone, Lord Chief Justice of England, will be present at the conference.

At the last conference the Maritime Law Association of the United States was represented by Mr. Choate, Ambassador in London; Mr. Mynderse and Robert B. Benedict, LL. D.

Adrift Twenty-Nine Days.

NEWPORT NEWS, Va., March 5.—The barge Gardenas, which broke adrift from the tug Cuba, with the barge Matanzas, on the night of February 2, was towed in here this morning by the Cuba, which picked her up off Fire Island Light. The Gardenas had been adrift for 29 days. During that time she went as far as Bermuda and drifted and sailed over a zigzag course, totally at the mercy of the winds. Her last run before making the light was for 140 miles. All of the crew are well and the barge is but little damaged.

Henriette on Mud Flat.

ASTORIA, March 5.—The French bark Henriette, with her cargo of redwood, is now safely resting on a mud flat at Tongue Point, adjacent to the buoy station. Hale & Kern have decided to discharge the cargo from the vessel where she now is, and later, after the damage is determined, it will be decided where the bark will be repaired.

Wreckage From Big Ship.

VANCOUVER, B. C., March 5.—Friday last, while the steamer Capilano, which arrived here today, was about 20 miles off Stevens Island, a lot of floating wreckage was sighted. An investigation was made, and from the character of the flotsam it evidently came from a large ship, but there were no marks upon any of it to identify the craft which must have met disaster. Among the wreckage was a door without panels, which appeared to have formed part of some cabin fittings. There was also a teakwood rail.

First of Liners to Call at Manila.

SAN FRANCISCO, March 5.—The steamship Peru sailed today for Honolulu, Japan, China and Manila. She is the first of the ocean liners to call at Manila, and inaugurates a regular service to that port, which will be maintained by the steamships of the Pacific Mail Company, the Occidental & Oriental Company and the Toyo Kisen Kaisha. The Peru carried a very heavy cargo, the merchandise for Manila alone being valued at more than $50,000.

Captain Barneson Resigns.

SAN FRANCISCO, March 5.—Captain John Barneson, marine superintendent of the transport service at this port, has resigned.

Marine Notes.

Captain W. E. Craven, of the steamship Indravelli, came up from Astoria yesterday morning and returned in the evening. He expects to get to sea today or tomorrow.

The British ship Agnes Oswald arrived up about dark last evening, and the British ship Rockhurst and the French bark General Faidherbe passed St. Helens about 4:30. The Inchcape Rock will leave up today.

The Norwegian steamship Guernsey, which sailed from Portland for the Orient in December, has arrived back on the Coast, and will load a cargo of wheat at Tacoma for the Portland Grain Company, of this city.

The United States lighthouse tender Columbine, looking trim and neat, as she always does, arrived in port yesterday morning, and is tied up at the foot of Couch street. The tender will remain in port several days. This is her first visit here since last September, and her genial skipper, Captain Richardson, was greeted almost as a stranger along the water front.

Domestic and Foreign Ports.

ASTORIA, March 5.—Sailed at 9 A. M.—Steamer Geo. W. Elder, for San Francisco. Condition of the bar at 5 P. M., rough; wind east; weather cloudy.

Hoquiam.—Sailed March 4—Steamer San Pedro, from Aberdeen, for San Francisco; steamer Santa Barbara, from Aberdeen, for San Francisco. Arrived March 5—Steamer Newburg, from San Francisco for Aberdeen; steamer G. C. Luedauer, from San Francisco for Aberdeen.

New York, March 5.—Arrived—Cevic, from Liverpool. Sailed—Philadelphia, for Southampton; Southwark, for Antwerp; Oceanic, for Liverpool.

Hamburg, March 5.—Sailed—Pentauer, for San Francisco.

Liverpool, March 5.—Sailed—Waesland, for Philadelphia.

Queenstown, March 5.—Sailed—Saxony, from Liverpool for Boston.

San Francisco, March 5.—Sailed—Steamer Empire, for Coos Bay; steamer Sequoia, for Astoria. Arrived—Schooner J. Weatherwax, from Tacoma; schooner Novelty, from Willapa Harbor; schooner Gotama, from Coos Bay; schooner R. W. Bartlett, from Gray's Harbor; schooner Milchanton, from Coos Bay.

Seattle, March 5.—Arrived—Steamer Queen, from San Francisco; steamer Progreso, from San Francisco. Sailed—British ship Dudhope, for United Kingdom.

Tacoma, March 5.—Arrived—British steamship Glenogle, from Hong Kong; ship Meteor, from Seattle.

Plymouth, March 5.—Arrived—Steamer Graf Waldersee, from New York for Cherbourg and Hamburg, and proceeded.

Southampton, March 5.—Arrived—Steamer St. Louis, from New York.

Queenstown, March 5.—Arrived—Steamer Noordland, from Philadelphia for Liverpool; Teutonic, from New York for Liverpool, and both proceeded.

Gibraltar, March 5.—Passed—Steamer Glenshield, from Tacoma and Seattle, via Yokohama, Nagasaki, Hong Kong, etc., and Naples, for London; Hyden, from Clyde and Liverpool for China, Japan and Seattle.

Havre, March 5.—Arrived—In the Roads—Steamer Sesostris, from San Francisco, via Valparaiso, Montevideo, etc., and St. Vincent, C. V., for Hamburg.

Kobe, March 4.—Sailed—Steamer Pak-Ling, from Seattle and Tacoma, via Yokohama, for Liverpool.

"MASTER OF COMMERCE."

A New 'Varsity Degree Which Is Proposed in England.

Pall Mall Gazette.

At the instance of Sir Albert Rollit, the Senate of the University of London yesterday resolved to appoint a committee to consider and report as to the expediency of establishing a degree in commerce.

The Express has for long advocated the urgent necessity for bringing a knowledge of trade and commerce into the curriculum of modern education, and the newly-formed University of Birmingham has definitely decided to make such an education one of its chief objects. The departure thus projected by the University of London will be watched with much interest.

Another important subject discussed at yesterday's meeting was a proposal to incorporate University College with the university.

The Worshipful Company of Drapers has offered to place the site, land, buildings and endowments of the college at the disposal of the university, and to make themselves responsible for the debt on the college to the extent of £30,000 if before February 28, 1903, the senate and college can agree upon a scheme of incorporation.

A gentleman who does not desire his name published has offered to give the college £1000 a year, redeemable by payment of £30,000 on the same conditions.

The thanks of the senate were accorded to the Drapers' Company and to the anonymous donor, and a committee was appointed to consider the matter.

Out of an allocation of £10,000 a year by the Technical Education Board of the London County Council it was decided, among other things, to organize the teaching of German in London, by appointing two professors and three readers.

Classes are to be held at the colleges and polytechnics, but the fees will be paid into the central fund, and the whole staff will be under the direction of the university.

Money is also to be devoted to two institutions in aid of the faculty of engineering.

The electric light towers of Aurora, Ill., constructed in 1883, and the pioneer installation of that type, have been taken down.

SETTLERS RUSHING WEST

EVERY TRAIN IS LOADED FOR THE NEW NORTHWEST.

Fully Two Thousand Homeseekers Have Reached Oregon and Washington in the Past Two Days.

The Spring rush of settlers, under the stimulus of the cheap rates that went into effect last Saturday in the East, has reached the Coast. Between 45 and 50 extra railway coaches bearing passengers who came West on settlers' tickets have come into Oregon and Washington in the past two days. Few of these passengers have yet reached Portland. Nearly all sifted out at the various stations in Oregon and Washington east of this city, either to locate or on stop-over privileges to examine the country. Some of these will yet reach this city and perhaps go into the Willamette Valley, or even farther south. Between 60 and 75 settlers have already gone to points on the Southern Pacific lines south of Portland.

Tuesday 12 extra cars of settlers were delivered to the O. R. & N. at Huntington by the Oregon Short Line. All but three of these were dropped off before the trains reached Portland. Yesterday's record was about the same. The settlers flocked from the cars as soon as they reached the Oregon border, and a considerable number went up into Eastern Washington. The Heppner branch and the Columbia Southern got their share. All the way across the state the settlers were leaving the trains, and the load was light by the time Portland was reached. Four hundred and seventy-five people were received at Huntington Tuesday, and about 450 yesterday. Almost without exception these had the west-bound settlers' tickets—no returns. They meant to stay in the country.

The Northern Pacific and the Great Northern brought into Eastern Washington extra coaches filled with settlers on each train Tuesday and yesterday. A few of them got through to Portland and went out to find homes in the country to the southward.

Yesterday Assistant General Passenger Agent Charlton received from General Passenger Agent Fee, at St. Paul, the following message:

Our train left St. Paul last night in two sections of 17 cars, with over 500 people. Train left St. Paul this morning in two sections of 15 cars, with 450 people, for Montana and all points West.

There are two months of cheap fares for people coming West, so the immigrants have no need to hurry, and this early movement is taken as an indication that the attempt to get settlers into the Pacific Northwest will prove a great success this year. The promise is for a greater movement than ever before. The fact that comparatively few of them come through to Portland indicates simply that the Columbia Valley to the eastward is absorbing the settlers. But there is abundant evidence that Western Oregon is receiving attention, and probably 3000 to 5000 settlers will go to points south of Portland in the coming two months.

THREATEN TO STRIKE.

Trouble Between a Trainmaster and Trainmen on Rio Grande Western.

SALT LAKE, March 5.—According to the Deseret News, unless the present troubles between Trainmaster Cotter, of the Rio Grande Western, and the employes of that system are settled before Thursday of next week, a general tie-up of the system may occur at midnight of that date. It is stated that a committee representing the telegraphers, conductors, engineers and trainmen's organizations have taken up the matter with Manager Herbert, and the latter is expected to come to Salt Lake within a few days to investigate the charges brought against Trainmaster Cotter. The latter, it is stated by the railway employes, has recently discharged a number of men, most of them old employes of the road, without giving the men a hearing, thus violating an agreement between the employes and Manager Herbert. It is understood that the trainmen have requested the removal of Trainmaster Cotter.

Both Trainmaster Cotter and General Superintendent Welby are out of town, and no statement of the railroad's side of the case can be obtained. It is not believed among the railroad officials, however, that a strike will result.

Hill Knows Nothing of It.

NEW YORK, March 5.—James J. Hill, president of the Northern Securities Company, is quoted by the Journal of Commerce as saying he knows nothing of the new transcontinental railway line with a Pacific terminal at Eureka, Cal. The plans of the line were given out here sometime ago by Lord Thurlow, of England, and recently at Chicago. Mr. Hill is further quoted as having said that so far as he was concerned there was nothing in the report; that he did not even recall where the Eureka terminal was, and that he had no negotiations of any kind with Lord Thurlow or George H. Proctor.

Texas Freight Rates Higher.

NEW YORK, March 5.—It is announced here that the Western classification committee has advanced rates to all Texas points via the Mallory, Morgan and Clyde lines, to take effect on March 10. The advance applies to all kinds of merchandise, and is the result of the decision of the State Railroad Commission of Texas to increase local rates. The advance will materially affect shipments to Texas from this port.

Starts a Fund for the Brigands.

Pittsburg Dispatch.

A correspondent signing himself John Patterson sends to the Dispatch a somewhat unusual letter, enclosing a $5 bill. While the Dispatch does not agree with the writer's views, his letter, containing evidence that he is ready to support his opinion with cash, is sufficiently novel to be interesting.

Mr. Patterson addresses his communication to the editor of the Dispatch and begins by saying: "Inclosed please find $5 for the benefit and sustenance of the Bulgarian brigands who hold Miss Stone in their power." He declares that "Miss Stone and her kindred missionaries have done more to retard civilization in Eastern and other countries than any other cause," adding that "the missionaries were primarily the cause of all the late trouble in China." He then criticises the competency of missionaries in general, and asserts that they are incompetent to deal with conditions in strange lands.

He concludes by expressing the hope that "this subscription will be followed by many others," and that the amount realized may be sufficient to induce the brigands to extend their hospitality to Miss Stone and any other missionaries they can secure indefinitely.

Mr. Patterson's $5 bill is still in possession of the Dispatch, which will hold it awaiting further instructions from him. If it is not claimed it will be sent to the Turkish Minister at Washington with Mr. Patterson's request for its transmission to the Bulgarian brigands.

COTTON EXPORTS TO JAPAN

High Price Causes a Marked Decrease in Shipments.

Washington.—The recent high price of American cotton caused the United States to take third rank in 1901 in the list of countries from which Japan drew her imports, and transposed India to the second place, leaving the United Kingdom still at the head of countries from which Japan draws her importations. The December, 1901, statement of the commerce of Japan, which has just reached the Treasury bureau of statistics, shows that the imports of raw cotton into Japan from the United States, which amounted to 1,112,834 piculs (picul equals 133.3 pounds) in 1900, fell to 458,432 piculs in 1901, while the imports of raw cotton from India increased from 784,847 piculs in 1900 to 1,667,425 piculs in 1901. The value of the imports of raw cotton from the United States fell from 27,010,134 yen (yen equals 49.8 cents) in 1900, to 12,986,748 yen in 1901, while that from India increased from 17,863,925 yen in 1900, to 38,118,831 yen in 1901. The average price per picul of American cotton imported in 1900 was 24.27 yen, and in 1901, 28.33 yen, while the price per picul of the cotton from India was 22.29 yen in 1900, and 22.86 yen in 1901. It will be observed that American cotton increased 16.7 per cent in cost per picul in 1901 compared with 1900, while Indian cotton fell in price about 2 per cent, and that the average price of American cotton was in 1901 23.9 per cent higher than that of Indian cotton. With an increase of 16.7 per cent in the price of American cotton, and a decrease in the price of Indian cotton, thus bringing the cost of American cotton nearly 24 per cent higher than that from India, the result was inevitable—a marked reduction in the imports of American cotton and a marked increase in the imports of Indian cotton.

Notwithstanding, however, the temporary check in imports of this single article by Japan from the United States, the general imports of that country in 1901 give to the United States a very satisfactory standing, and show that aside from the abnormal conditions by which this single article—cotton—is affected, Japan continues to increase her demands upon the United States. They also show that the growth in imports from the United States during the period 1890-1901 has been much larger than from any other country in the world. Taking the total imports into Japan, including both manufactures and raw materials, the imports from the United States have grown from 6,874,531 yen in 1890, to 42,769,725 yen in 1901; those from Germany, from 6,856,955 yen in 1890, to 28,320,097 yen; those from the United Kingdom, from 26,619,102 to 50,575,781 yen; those from India, from 8,910,891 yen in 1890, to 42,779,900 yen in 1901; those from China, from 8,849,685 yen in 1890 to 27,256,979 in 1901. Thus, while the United States is temporarily transposed to third place in the list of countries from which Japan draws her imports, by reason of the abnormal conditions in the prices of cotton, the record of growth is more favorable to the United States than that of any other country, the imports of the United States into Japan being in 1901 more than six times as great as in 1890; those from India, less than five times as great; those from Germany, four times as great; those from China, three times as great, and those from the United Kingdom about twice as great in 1901 as in 1890.

The following table shows the total imports into Japan from the United States, United Kingdom, Germany, China and all other countries in 1890 and 1901 respectively:

	1890. Yen.	1901. Yen.
United States	6,874,531	42,769,425
United Kingdom	26,619,102	50,575,781
Germany	6,856,955	28,320,097
China	8,849,685	27,256,979
India	8,910,891	42,779,900
All other countries	22,443,710	64,114,462
Total	80,554,874	255,816,644

Taxation of Corporations.

ST. PAUL, Minn., March 5.—By a vote of 9 to 4, the tax committee of the Senate today decided to report adversely the Jacobson bill for taxation of corporations, which was passed by the House last week.

In respect to park area, the chief American cities rank in the order following: New York, Philadelphia, Boston, St. Louis, Chicago, Cleveland, San Francisco, Baltimore, Pittsburg, New Orleans and Cincinnati.

COMPARATIVE STATEMENT OF PORTLAND NATIONAL BANKS.

Condition at Close of Business February 22, 1902, Compared With February 5, 1901.

	First National Bank.		Merchants' National Bank.		U. S. National Bank.		Ainsworth National Bank.		Totals.	
	Feb. 5, 1901.	Feb. 22, 1902.	Feb. 5, 1901.	Feb. 22, 1902.	Feb. 5, 1901.	Feb. 22, 1902.	Feb. 5, 1901.	Feb. 22, 1902.	Feb. 5, 1901.	Feb. 22, 1902.
Resources—										
Loans and discounts	$1,036,610 92	$1,017,971 35	$1,103,262 66	$1,192,109 01	$ 529,004 26	$ 678,512 42	$316,179 52	$256,233 88	$ 3,641,757 36	$ 4,144,827 66
United States bonds	1,100,000 00	1,300,500 00	50,000 00	50,000 00	51,800 00	51,800 00	25,000 00	25,000 00	1,226,800 00	1,434,500 00
Other bonds and stocks	2,317,569 79	2,616,410 22	58,573 53	232,818 52	.....	.....	29,137 90	35,370 00	2,405,271 12	2,884,598 74
Real estate, furniture and fixtures	85,650 00	102,633 03	109,691 18	61,135 23	41,207 09	41,468 17	130,556 00**	130,556 00**	367,004 27	335,792 43
Redemption fund in United States Treasury	25,000 00	25,000 00	.....	.....	2,500 00	2,500 00	1,250 00	1,250 00	28,750 00	28,750 00
Cash on hand and due from banks	1,906,144 18	2,615,314 64	470,502 54	622,564 56	504,232 05	548,472 54	212,464,63	263,436 98	3,144,343 40	3,949,788 70
Totals	$7,120,914 89	$8,484,829 24	$1,792,129 91	$2,158,617 32	$1,173,343 40	$1,322,754 13	$718,638 05	$811,946 86	$10,810,926 25	$12,778,187 55
Liabilities—										
Capital stock	$ 500,000 00	$ 500,000 00	$ 250,000 00	$ 250,000 00	$ 250,000 00	$ 250,000 00	$ 100,000 00	$100,000 00	$ 1,100,000 00	$ 1,100,000 00
Surplus and undivided profits	700,264 79	757,866 31	71,474 55	85,997 04	30,228 66	37,223 74	32,276 02	43,348 06	834,344 02	924,569 15
Circulation*	480,350 00	458,810 00	50,000 00	49,100 00	48,200 00	49,050 00	25,000 00	25,000 00	603,550 00	583,960 00
Deposits	5,440,300 10	6,768,067 93	1,420,655 36	1,773,520 28	850,714 74	986,198 39	561,362 03	643,598 80	8,273,032 23	10,171,384 40
Totals	$7,120,914 89	$8,484,829 24	$1,792,129 91	$2,158,617 32	$1,179,343,40	$1,322,754 13*	$718,638 05	$811,946 86	$10,810,926 25	$12,778,187 70

*Include $282 of unpaid dividends. **No real estate except bank building.

No External Symptoms.

The blood may be in bad condition, yet with no external signs, no skin eruption or sores to indicate it. The symptoms in such cases being a variable appetite, poor digestion, an indescribable weakness and nervousness, loss of flesh and a general run-down condition of the system—clearly showing the blood has lost its nutritive qualities, has become thin and watery. It is in just such cases that S. S. S. has done some of its quickest and most effective work by building up the blood and supplying the elements lacking to make it strong and vigorous.

"My wife used several bottles of S. S. S. as a blood purifier and to tone up a weak and emaciated system, with very marked effect by way of improvement.

"We regard it a great tonic and blood purifier."—J. F. DUFF, Princeton, Mo.

SSS is the greatest of all tonics, and you will find the appetite improves at once, strength returns, and nervousness vanishes as new rich pure blood once more circulates through all parts of the system.

S. S. S. is the only purely vegetable blood purifier known. It contains no minerals whatever. Send for our free book on blood and skin diseases and write our physicians for any information or advice wanted. No charge for medical advice.

THE SWIFT SPECIFIC CO., ATLANTA, GA.

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