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DANGER LURKS IN NEGLECT

Did Lightvessel May Be Stationed in Columbia.

RANGE LIGHT IS NEEDED

Band Island Equipment Impracticable Because of Shifting Sands. Manzanita to Undergo Repairs Costing \$2600-Falcon Sails.

To determine the exact condition of the hull and fittings for service, Lightvessel No. 36, which has been tied up at the Tongue Point buoy station for over two years, is to be towed from Astoria to Portland for drydocking, leaving the lower harbor today in tow of the lightship tender Manzanita.

Inspector Beck, of the Seventeenth Lightship Division, yesterday gave orders for the light vessel to be brought here and he says that the principal reason for docking her is to make the examination. She was gone over by the tug Onondaga, and her hull examined by Captain J. M. Elliott several months ago, when he was inspector of the district, and a full report was made to the Bureau of Lightships. A more thorough examination of the outer portion of the hull was ordered.

Captain Elliott recommended that No. 36 be stationed inside the entrance of the Columbia, at a point of sand Island, so that her lights could be used as a range by masters of vessels approaching the river at night, as it has become impracticable to maintain a range light on the island, owing to the shifting sands. The vessel is looked upon as an obsolete type because she depends on sails for power, while the ships now in service have steam propelling gear. In the event of being driven from their stations during storms, the light vessel's Red light vessel a week ago, when she broke adrift from her moorings, the steam lightship can make port, thereby largely eliminating danger to the shipping world.

It has not been officially given out that the ship will be used in the river, but that fact that there are few places where she can be of service, and most of them are along the Alaskan coast, leads to the expectation that she will be stationed in the Columbia.

While the Manzanita is in port she will be turned over to the Vulcan Iron Works for repairs, the work to cost under \$2600, and she will be out of service for a short time.

The steamer Glen M. Mahoney was lifted on the Oregon drydock yesterday for cleaning and painting, and unless it is decided to make repairs to her tail shaft she will be ready to start on her next voyage of the American-Balmain steamer Falcon, which sails for San Francisco today and is due on the return July 31, she will be lifted for cleaning and painting.

FLEET TO COME IN SECTIONS Only Four of 12 Torpedo Boats Will Be in Portland at Once.

Only four vessels of the Pacific torpedo fleet will visit Portland at a time, the 12 little sea fighters are divided into three divisions, each of which will come separately, according to official advice from the fleet commander, Lieutenant-Commander Louis C. Richardson. It has been written that the fleet will be at Astoria during the Centennial celebration, from August 16 to September 3.

The force aboard the fleet consists of 311 men and 23 officers. On take part in the Astoria parades and other exercises 290 men will be available. It is said, but they will not bear arms while ashore.

Harbormaster Speier is casting about to select moorings for the vessels, but as only four are to be here at a time there will be no difficulty in mooring them so they will be easily accessible from shore. It has been generally supposed that the entire fleet would come to Portland, but it is now known that for the largest number of naval vessels to be in the harbor at a time. The official personnel of the fleet is as follows:

Headquarters—Lieutenant Commander Louis C. Richardson, fleet commander; Lewis S. H. Holliday, fleet commander; Eugene E. Cassidy, fleet commander; Assistant Surgeon A. E. Davidson, fleet surgeon.

First division—Lieutenant John G. Church, commander; Whipple (commanding), Lieutenant John G. Church, commanding; Hopkins (commanding), Lieutenant R. E. Cassidy, commanding; Brown, Ensign Robert F. Gross, commanding.

Second division—Lieutenant Frank McComan, commander; Paul Jones (commanding), commander; Perry, Ensign Thomas A. Symington, commanding; Thomas, Lieutenant R. E. Cassidy, commanding; Stewart, Ensign William P. Newton, commanding.

Third division—Lieutenant Earl B. Shipps, commander; Lawrence (commanding), commander; Earl B. Shipps, commanding; Parratt, Ensign Henry R. Keller, commanding; Hildebrand, Ensign R. E. Cassidy, commanding; Brown, Ensign Robert F. Gross, commanding.

SQUARE-RIGGERS ARE ABSENT Harbor Bare of This Class First Time Since Grains Season Began.

Portland's harbor has been cleared of square-riggers for the first time since the 1910-11 grain season opened. The command here is continuing to clear early in the week and is awaiting an opportunity to cross to sea from Astoria, and marine men are speculating on the arrival of the next sailing vessel. The French ship Duguay Trouin is looked for as vanguard of the European overland. She sailed from Glasgow 165 days ago, but was reported at Hobart June 8. She is continuing to sea with no reason is known here why she should tarso, so it is assumed that a mistake was made in reporting her.

The French ship Bretagne, coming from Newcastle, England, and 31 days on the way, and the French ship Tilers, which is out 41 days from Belfast. The German bark Seefahrer has been out 78 days from Santa Rosalia, and the schooner William W. Taylor, which sailed from Newcastle, Australia, but there will be no large fleet in port composed of windjammers until Fall. The schooner Resolute arrived from San Francisco yesterday afternoon, to load lumber, and the barkentine C. P. Crocker, which is at Knappaunt, will finish her lumber cargo today and sail for Valparaiso early in the week.

PICTURES SHOW PROGRESS Railroad Engineers Tell Story in Weekly Photographs.

In addition to the usual record of construction showing by colored lines the progress made each week the Harriman interests have instituted a system of photo records of

ROADS FOR RAILS

Heavy Contracts Placed With Eastern Mills.

MUCH STRUCTURAL WORK

Steady Improvement Shown in the Iron and Steel Trade—Better Crop Weather Improves General Business Conditions.

NEW YORK, July 21.—Dun's review of trade conditions is not pronounced, consumers are more disposed to cover requirements and mill operations are broadened. Evidence of increasing demand is furnished by the placing of orders for 100,000 tons of steel products for early shipment with a western subsidiary of the leading interest, the greater portion of these bookings comprising rails and track material. The volume of structural shapes, plates and bars included in the contracts also was considerable.

Structural work is being pushed with greater vigor in the West. Milling activity in the cotton goods market has not been so active as in the past, but the movement in all accumulations of ordered goods and men's wear merchants are opening their new Spring lines, and prices generally show considerable reduction. But buyers are not ready to proceed at the new quotations, and most of them are ordering sample pieces for homes in supplies.

Conservation is displayed by wholesalers in the footwear market, although the movement is expected to increase. Leather is a little more active. Prices are strong. Packers show signs of weakness, but no quotable decline of account is recorded. Country hides are easy, but unchanged, while foreign markets continue firm.

BUSINESS IS GOOD IN THE SOUTH

Bumper Cotton Crop Prospects Stimulate Confidence.

NEW YORK, July 21.—Bradstreet's report on the cotton crop is more cheerful than the pessimism in crop reports based upon the improvement in crop prices. For this conservatism is shown in the cotton market, but the cotton goods market has not shown the sharp declines in raw material have brought about revisions in the goods market. The cotton market is expected to obtain a clearer view of crop output, and all held contributory.

Retail trade has been confined to clearance sales of Summer goods, but the results here have not been uniformly satisfactory.

Perhaps the most uniformly favorable reports as to trade come from the South, where bumper crops have improved sentiment. The Southwestern, where the passing of the season's long drought has improved sentiment.

Collections range slow to fair. Business failures in the United States for the week ending July 20 were 239, against 194 last week, 215 in the like week of 1910, 229 in 1909, 203 in 1908, and 157 in 1907.

Business failures in Canada for the week ending July 20 were 10, against 11 last week and 12 in the same week of 1910.

What (including flour) exports from the United States for the week ending July 20 aggregated 1,675,000 bushels, against 1,600,000 last week and 1,497,247 this week last year.

Corn exports for the week were 524,521 bushels, against 495,211 last week, and 218,811 in 1910.

Bank Clearings.

NEW YORK, July 21.—Bradstreet's bank clearing report for the week ending July 20 shows an aggregate of \$2,268,111,000 as against \$2,072,900,000 last week and \$2,007,000 in the corresponding week last year.

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Oakland, Cal... 1,400,000 12.3  
Sacramento, Cal... 1,400,000 23.3  
Houston... 2,478,000 8.8  
Galveston... 13,308,000 7.9

Portland's lead \$300,000. Bank Clearings Here Are Far in Excess of Seattle, Wash.

Bradstreet's report on bank clearings for the last week shows a decrease in the volume of business transacted by all cities of the Pacific Northwest as compared with the corresponding week last year. The same report gives to the principal cities in California and Oregon in clearings over the same week a year ago. Los Angeles made the remarkable record of gaining 52.2 per cent, while San Francisco, Oakland and Sacramento all advanced.

While Portland for the week lacked 18.2 per cent of equalling its record of a year ago, the volume of Seattle by over \$300,000, although the Puget Sound city fell behind only 11.7 per cent in its clearings. The figures for the two cities for the week follow: Portland, \$9,277,000; Seattle, \$9,611,000. Tacoma experienced the greatest slump in its clearings, falling 28.7 per cent below those of the same week last year. Spokane reported a decrease of 5.8 per cent in its clearings.

Forest Fire Losses Small.

VANCOUVER, B. C., July 21.—The forest fires at Squamish, which were reported to have caused business done here to be extinguished after loss of only \$5000. In spite of the dry Summer the forest fire loss in British Columbia has been the smallest ever known.

I Have Returned

Many former patients will remember me as having practiced here in Portland some years ago. Now that I have resumed my practice here, I have secured the entire corner, second floor, at Third and Alder streets, with entrance at 250 1/2 Alder where I have elegant and commodious quarters.

NAVY STORES.

SAVANNAH, Ga., July 21.—Turrentine, firm, 816 1/2 N. Main; sales, 970 gallons; receipts, 1400 gallons; shipments, 615 gallons; stocks, 25,100 gallons.

LONDON Wool Sales.

LONDON, July 21.—The wool auction sales continued today with offerings of 12,600 tons. There was a strong demand and good values were in sellers' favor. The Continent was particularly keen for merinos, while the home trade paid full rates for a large supply of cross-breds. Americans bought several lots of suitable grades.

Imports and Exports.

NEW YORK, July 21.—Imports of merchandise and dry goods for the week ending July 21 were valued at \$17,705,749.

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My Claims Are Founded on Cures

YOU CAN PAY AFTER CURED

INQUIRE

WEEKNESS

ABSOLUTE CURES

EXAMINATION AND CONSULTATION FREE

ST. LOUIS MEDICAL CO.

DR. GREEN CO.

DR. KEEFE CURES MEN

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