JETTY PLAN BRIGHT

Tillamook Bay Channel to Be Rushed Is Belief.

ARMY BOARD FAVORABLE

Washington Advices Assure Work Will Begin on Project Within Year—Government and Cities Benefited to Share Expense.

That the project of deepening the channel in Tillamook Bay will be undertaken by the Government within the next year is the belief of Russel Hawkins, of the Whitney Company, Limited, who, among other Portland citizens, has been keeping in touch with the plans for the proposed improvement. This belief was strengthened yesterday by the receipt of private advices from Washington to the effect that the Board of Army Engineers will pass favorably upon the report of Major J. J. Morrow recommending the construction of a single jetty and a 16-foot channel to the head of the bay at a point about three miles north of the town of Tillamook.

The cost of the project will exceed $814,000, and will be shared equally by the Government and by the municipalities of Bay City and Tillamook. Showing their good faith in the enterprise, each of these towns has created a bonded indebtedness to cover its quota of the cost. The town of Tillamook has already succeeded in placing a block of $100,000 worth of bonds with Eastern financiers.

Major Morrow, in charge of the Government engineering service for this district, spent much of last year in making surveys and preparing data for the proposed improvement.

The next step will be to submit the matter before Congress to secure the appropriation of approximately $400,000 for the project.

Improvement of the channel in Tillamook Bay is considered important because it will be possible for vessels to touch at Bay City and other points in the bay without difficulty. It is predicted that one of the results of the proposed improvement will be the establishment of immense lumber mills there. It is estimated that there are over 25,000,000,000 feet of virgin timber in the district tributary to Tillamook Bay. By the time the channel is improved and the Panama Canal is completed, it is expected that some of the extensive timber-owners of that territory will have in operation immense lumbering plants.

Among the concerns most heavily interested there are the Whitney Company, Limited, the Blodgett Company, and the Wilson River Lumber Company. These three companies, it is said, own and control over 150,000 acres of fine timberland.

SERVICE TO MEXICO BEGUN

North Pacific Fleet Extends Route to Ensenada.

With the sailing of the steamer Eureka yesterday from San Diego the North Pacific Steamship Company has extended its service to Ensenada, Mex., and it will be possible for local merchants to ship the entire distance. The Eureka, which formerly plied between Portland and Humboldt Bay, has been placed on a five-day schedule. About a year ago the company included San Diego in its schedule with the steamers Roanoke and Geo. W. Elder, as previous to that time they did not steam south of San Pedro.

A new schedule is being worked out for the steamer Alliance on the Portland-Coos Bay-Eureka run and her arrival at Eureka is to be advanced one day that connections may be made with the steamer Santa Clara, which operates from San Francisco to Eureka on a five-day schedule. The Alliance leaves here every 10 days permitting the steamers to enter Humboldt Bay the same day. While the Elder and Roanoke proceed direct from Portland to San Francisco, the new arrangement will permit tourists to reach San Francisco by water and include the two most important harbors between the Columbia River and San Francisco in their itinerary.

SAN JOSE GOES TO SEATTLE

Schooner Will Be Remodelled and Fish for Halibut.

ASTORIA, Or., Aug. 1.—(Special.)—The schooner San Jose that did service as a pilot boat off the mouth of the river for a number of years is to be transformed into a halibut fishing schooner and will be operated from Puget Sound. The craft which was the property of the State of Oregon was sold about a month ago by the State Board of Pilot Commissioners to the Oregon Speedboat Company, of Portland, for $1000. A few days ago she was purchased from that company by the Astoria Iron Works for Seattle parties.

She was brought down the river yesterday and taken to Wilson Brothers' yard where she will be remodelled. Before sailing for Puget Sound she will be equipped with a 75-horsepower Troyer-Fox gasoline engine.

2 LOG RAFTS IN PORT AT ONCE

Nehalem Brings in Leggett's Lost Tow as Latter Brings in New One.

LOS ANGELES, Aug. 1.—(Special.)—The steamer Francis H. Leggett, Captain Hall, which arrived today from Astoria, carrying 1,400,000 feet of lumber for the National Lumber Company, towed a mammoth log raft containing 6,000,000 feet of lumber for the Hammond Lumber Company from the Columbia River to San Francisco.

On her last trip, the Leggett lost a similar raft shortly before arriving at San Francisco, and by a strange coincidence the lost raft was brought into San Francisco by the steamer Nehalem on last Sunday, the same day and about the same time that the Leggett arrived in San Francisco with her second tow.

Etna to Reach Woodland.

WOODLAND, Wash., Aug. 1.—(Special.)—After making a thorough examination of the channel of the river from Woodland to the Summer landing of the steamer Undine at Pekin, three miles below Woodland, Captain L. Gray, of the steamer Etna, finds that he can in all probability reach Woodland from there throughout the Summer and Fall and he has taken a contract with the Lewis River Transportation Company to transport freight from the Undine to Woodland, thereby eliminating the wagon haul that has usually been used during the low water period.

Union County Pioneers Meet.

ELGIN, Or., Aug. 1. — (Special.)— The annual reunion of the Union County Pioneer Association was held in the City Park here Saturday. The pioneers of this section formed the association 29 years ago. Each year since then they have met in different parts of Union County. Members of the association and their families from La Grande were met at the depot by automobiles and at once conveyed to the City Park. Many persons came in automobiles from Union, Cove and other Southern Oregon points. The members were welcomed by Mayor Weatherspoon, of Elgin, after which Walter Pierce, of Hot Lake, spoke. Other speakers were: E. H. Flagg, E. G. Bailey and E. W. Rumble, of Elgin. Next year the meeting will be held at Hot Lake.

NEWPORT MEETING ENDS

Episcopal Clergymen of Valley Attend Four-Day Session.

NEWPORT, Or., August 1.—(Special.)—The four days' conference of the clergy of the Episcopal Church in charge of congregations in the Willamette Valley closed last night. Those present and taking active part in the conference were: Bishop Scadding; Rev. Barr G. Lee, Salem; Rev. P. K. Hammond, Eugene; Rev. H. Marsden, Albany; Rev. F. Baum, Corvallis; Rev. F. O. Jones, Toledo, and Rev. H. D. Chambers.

The session opened with a celebration of the holy communion, and an address by the bishop on the aim and object of the gathering. The cornerstone of the new church was laid Saturday afternoon, and an address was made by Rev. P. K. Hammond. The church was filled at both services Sunday, when Bishop Scadding preached in the morning, and Rev. Barr G. Lee at night. In the afternoon an out-of-door service was held on the beach at Nye Creek, and brief addresses were delivered by Bishop Scadding and Archdeacon Chambers.

More than 900 excursionists were on the beach, and 200 of them joined in the service.

Several resolutions were adopted, one to request the next diocesan convention to consider the convocational system, and another looking to the increased circulation of the diocesan organ "The Oregon Churchman."

The next meeting will be held in Salem in January. Bishop Scadding left today for a month's missionary tour in Coos and Curry Counties.

OLD-TIME LETTER FOUND

50-Year-Old Missive Revealed in Razing Flue in Scio.

SCIO, Or., August 1.—(Special.)—While tearing down a chimney and fire-place in one of the oldest houses in town a few days ago a letter was found which was written almost half a century ago to George M. Stroud, of this city, by his mother from Cincinnati, O. Mr. Stroud lived here for a number of years and was the first Mayor of Scio. He moved to Portland and was conductor on the first passenger train run over the line between Portland and Albany on the old California & Oregon Railroad, now the Southern Pacific. He was well known in Masonic circles and was grand master and later grand lecturer of the Masonic order.

Enclosed with the letter is a newspaper clipping, a poem entitled "Your Mission." On the reverse side of this clipping are news items printed March 9, five days after the inauguration of President Grant. Some of the items are:

"New York, March 9. A case under the Civil Rights Act came before the Court of Common Pleas today. Harriet Jones, a colored woman, sued the Atlantic Navigation Company for $5000 damage for refusing to allow her to occupy a first cabin of a steamship.

"Louisville, March 9. John C. Breckinridge, after an exile of eight years, returned to his home in Lexington yesterday. He will immediately resume the practice of law and carefully eschew politics."

The letter is now in the possession of N. Young, who intends to send it to the relatives of Mr. Stroud.

REX ROAD IS INDORSED

Realty Board Unanimous for Highway and May Raise Fund.

In addition to giving unanimous indorsement to the project of rebuilding the Rex-Tigardville road in Washington County, the Portland Realty Board voted at its weekly luncheon Monday to raise a part of the $7500 still needed to finance the enterprise. It is expected that $500 will be subscribed by members of the board.

F. L. Purse was appointed to solicit funds among the realty dealers and property owners of Portland.

In outlining the work of repairing the road, G. E. Waggoner, of Dundee, said it was the plan of the promoters to construct the best stretch of macadamized road in the Willamette Valley. He said that two-thirds of the money neded for the enterprise had been raised, mostly by residents of Yamhill County.

"We have completed plans to start work on the road August 14," said Mr. Waggoner. "We are anxious to receive the support of Portland. As the road to be improved will mean much to Portland business interests, we expect to get the larger part of the $7500 from this city.

President Chapin and W. M. Killingsworth spoke in favor of the proposed improvement and urged the realty dealers to aid the project. They declared that the road between Rex and Tigardville was one of the worst in the state and that it was the duty of Portland citizens to donate funds for the project.

SIDEWALK DISPLAYS GO

Police Begin Crusade on Fruit Merchants Who Crowd Passages.

Seizure of downtown sidewalks by fruit merchants, to the exclusion of the pedestrian public, led to the issuance yesterday by Chief Slover of an order which will take from the public footways every sort of obstruction and confine retailing to its private premises. The action was taken with direct reference to a fruit store at First and Morrison streets and another on Fifth street, near Washington, where fruit overflowed on the pavement until there was scant room for persons to pass. With the obstruction was a mess underfoot, caused by carelessness of the merchants and their patrons, and productive of stench and a pest of flies.

These conditions have caused the police to begin enforcement of the ordinance to the letter, which forbids the use of any part of the sidewalk except for goods in transit. It will compel the removal of many permanent showcases and other obstructions.

Postal Deposits Flourish.

VANCOUVER, Wash., Aug. 1.—(Special.)—During the two months the postal savings bank has been open here, ending tonight, nearly $17,000 has been deposited by 229 depositors, making an average of nearly $73 each. In June the deposits were $[illegible], and in July $1960.

PILOT IS BLAMED

Captain Charles Jordan to Be Held for Collision.

HENDERSON CASE PROBED

Guide on Tug Samson to Be Charged With Negligence by Federal Inspectors for Causing Bugby's Light Accident.

When Captain Charles Jordan, pilot of the tug Samson at the time she collided with and sank the steamer M. F. Henderson a week ago Saturday, appears at the office of Local Inspectors Edwards and Fuller this morning he will be charged formally with negligence and carelessness in the navigation of the tug. A decision was reached last night by the Government officers, following an investigation at which the principal members of the crews of the tug and Henderson testified.

On Inspectors Edward sand Fuller devolves the production of proof that Jordan displayed negligence and carelessness, it not being sufficient that testimony taken yesterday be passed on to convict him. A procedure adopted a year ago by the steamboat inspection service provides that an investigation shall be first held and if testimony is adduced that indicates one or more officers were at fault, the inspectors shall prefer charges and then proceed with the trial. The principal witnesses at the investigation were Captain Edward Sullivan, who acted as pilot in charge of Standard Oil Barge No. 93, towed by the Henderson, and Captain Jordan, as pilot of the tug, which was made fast between three barges of the Columbia Contract Company's fleet that were rock-laden for the Columbia River jetty.

Both admitted that the channel at Bugby's Light was half a mile wide and each asserted that after the whistle signals were given helms had been put hard aport, which should have carried the vessels away from each other, instead of bringing them together. Captain Sullivan testified that when he saw the Samson and her tow she was about a quarter of a mile upstream. The Henderson and the oil barge, he said, were about in midchannel. He ordered one whistle sounded to indicate he would hold to the right or starboard, which the Samson answered.

Captain Jordan testified that the collision occurred approximately in midchannel, while Captain Sullivan said it was about 600 feet from the Oregon shore. Following a second exchange of signals both pilots declared that they held to courses as indicated by the first signal. Captain Jordan asserted that the rock barge on the port side of the Samson struck the oil barge before crashing into the Henderson. Pilot Stayton, of the Henderson, testified that the Samson did not appear to alter her course after answering the signal.

NINE SHIPS GET OLD RATE

Portland Has 17 Carriers Under Charter for New Crop What.

In the July bulletin of Hind, Rolph & Company, covering the latest freights, is contained a list of vessels fixed for Portland loading of new-crop wheat, showing that nine were chartered at the old union rate of 27s 6d. While it is said by exporters that no vessels have been offered during the past 10 days, it is assumed that tonnage can be taken at slightly under 29 shillings.

The list of fixtures, exclusive of eight ships taken for barley loading at San Francisco and two for Puget Sound loading, is as follows:

Celticburn, Br. bk. (2300), wheat, Portland or Puget Sound to U. K., etc., 27s 6d (season).

Alex Isenberg, Ger. Sp. (1699), wheat, Portland or Puget Sound to U. K., etc. (season), 28s.

Edouard Detaille, Fr. bk. (1919), Portland to Cork f. o. U. K., etc., 28s 9d.

Schurbek, Ger. bk. (2266), Portland to Cork f. o. U. K., etc., 27s 6d.

Mariechen, Ru. bk. (2250), Portland to Cork f. o. U. K., etc., 27s 6d.

Dione, Ger. sp. (1962), Portland to Cork f. o. U. K., etc., 27s 6d.

Jules Gommes, Fr. sp. (2234), Portland to Cork f. o. U. K., etc., 27s 6d.

St. Rogatien, Fr. bk. (1388), Portland to Cork f. o. U. K., etc., 27s 6d.

Barmbek, Ger. bk. (2108), Portland to Cork f. o. U. K., etc., 27s 6d.

Crocodile, Br. bk. (2371), Portland to Cork f. o. U. K., etc., 27s 6d.

Chas. Gounod, Fr. bk. (1960), Portland to Cork f. o. U. K., etc., 27s 6d.

Col. de Villebois Mareuil, Fr. bk. (1926), Portland to Cork f. o. U. K., etc., 27s 6d.

Hans, Ger. bk. (2889), Portland to Cork f. o. U. K., etc., 28s 9d.

Cambrian Chieftain, Br. bk. (1361), Portland to Cork f. o. U. K., etc., 29s 3d.

Ernest Legouve, Fr. bk. (1868), Portland to Cork f. o. U. K., etc., 28s 9d.

Jeinville, Fr. bk. (1946), Portland to Cork f. o. U. K., etc., wheat 28s 9d; barley 30s.

Anna, Ger. bk. 2468), wheat, Portland f. o. U. K. or Antwerp or Hamburg, 29s 6d; 1s extra for Dunkirk or Havre; 1s extra for Ports Bordeaux-Havre Range.

M'NEAR TAKES TWO TRAMPS

Ibsen to Sail in Australian Mail Line This Month.

Following a denial made Friday that W. R. Grace & Co. had rechartered the Norwegian steamer Hornelen, which is being cleaned and painted on Puget Sound, it was announced yesterday that she had been fixed by the McNear interests and would load lumber at Eureka for Sydney. The same firm also took the British tramp Netherpark, which will be given cargo on Puget Sound or British Columbia. She sailed July 24 from Newport Ness for Bremerton with Government coal.

In the last fleet report issued by Frank Waterhouse & Co., governing the movements of Bank Line steamers and those taken over from the Portland and Asiatic service last month, it is stated that the Norwegian steamer Henrik Ibsen, which is discharging Oriental cargo at San Francisco, will cover the August sailing from that port in the Australian Mail line. The Norwegian steamer Hercules is scheduled to sail from Seattle August 30, after loading here. The Kumeric will leave Everett August 8 for the Far East, the Luceric sailed from Yokohama for Portland and Seattle July 15, the Orteric was last reported at Hongkong and the Strathlyon is scheduled to sail from Seattle October 20, after loading here. The Suveric reported at Yokomaha July 27.

LAMP BLACK MADE INTO FUEL

Gas Works Erects Plant to Save Waste on River.

Harbormaster Speier's campaign against waste fuel oil floating on the river in the vicinity of the Portland Gas & Coke Company's plant, at the foot of Everett street, has borne fruit through the installation by the company of a filtering machine, through which all water containing lamp black and oil will be diverted. The process segregates foreign matter from the water, which is dumped into the river in a clear state, while the lamp black and other waste is carried into a tank from which it emerges dry and in the form of black bricks that will be disposed of for fuel in the same manner as coal.

A search of the plant and inspection of all feed-oil pipes was made yesterday by Harbormaster Speier in quest of a leak that might be responsible for fuel oil found there, but all connections were in order, and it was concluded that the oil found its way into the river from a sewer. It has been the practice at a number of downtown buildings and manufacturing plants in North Portland, to dump waste oil into sewers. It is argued that as much danger exists from that system as though the material was hauled to the waterfront and dumped overboard, as it spreads on the surface and proves a fire menace.

Marine Notes.

Merchants' Exchange reports yesterday included the arrival of the British ship Celtic Glen on the other side. She cleared from here with a wheat cargo February 11.

Collector of Customs Malcolm ordered the U. S. customs patrol launch H. W. Scott into service yesterday. She will be moored at the foot of Stark street until a boathouse is completed.

Work having been completed on the hull of the lighthouse tender Manzanita she was yesterday floated from the Oregon drydock and lightvessel No. 50 will be lifted today for an examination of her hull.

As the steamer Monarch has been chartered at $250 a day to operate on the Portland-Astoria route during the Centennial, the steamer Wcown has been chartered to handle the Monarch's towing for a period of six weeks.

There entered yesterday at the Custom-House the steamers Westerner, Geo. W. Elder and Washtenaw, from San Francisco, the Westerner clearing for the return with 500,000 feet of lumber, the Washtenaw in ballast and the Elder with general cargo.

To finish loading lumber the steamer Northland moved last night from Hayden's Slough to Rainier. The steamer Westerner will load 100,000 feet of lumber at the Portland mill, that is, a portion of 3,000,000 feet recently purchased for use at the Mare Island Navy-Yard.

To residents of Tillamook a consignment carried on the deck of the steamer Sue H. Elmore when she sailed yesterday is of vast importance, as it comprised steel cylinders to be used in the construction of a modern bridge, which is being constructed by Tillamook County.

Sand hogs employed by the Union Bridge & Construction Company in sinking caisson No. 6, of the Broadway bridge foundations, have made little headway owing to a large amount of work required to clear the riverbed of cans, bottles, brush, sunken logs and other accumulation.

Captain E. W. Spencer, who became widely known in local steamboat circles during his marine career and recently sold the steamer Chas. R. Spencer, now the Monarch, has been appointed admiral of the Astoria regatta, which will be held in conjunction with the Centennial celebration from August 4 to 9.

Captain George T. Ewry is master of the tug Edith, vice Captain J. Zumwalt; Captain Arthur Riggs is skipper on the steamer Inland Empire, succeeding Captain Dan Smith, and Captain W. H. Hodson is navigating the tug Samson during the attendance of Captain J. O. Church at the investigation of causes leading to the sinking of the steamer M. F. Henderson.

Fred Baumgartner, representing S. Elmore & Co., was yesterday notified that the new gasoline schooner Tillamook had passed inspection at Astoria and left up in the afternoon for Portland, to load general cargo for Coast ports. She will sail tomorrow evening, and Mr. Baumgartner will be a passenger, visiting commercial bodies and mercantile interests as far south as the Coquille River.

Plans are under consideration among officials of the water lines department of the O.-W. R. & N. Co. for placing the steamers Harvest Queen and Hassalo in regular night service during the Astoria Centennial, one to proceed direct to Megler and then call at Astoria, the other to first report at Astoria and cross to Megler, both carrying local passengers on that part of the run. In addition the tug Nahcotta, which plies across the bay twice daily, will make seven roundtrips to Megler.

STEAMER INTELLIGENCE.

Due to Arrive.

Name.	From.	Date.
Geo. W. Elder	San Diego	In port
Northland	San Francisco	In port
Rose City	San Pedro	In port
Falcon	San Francisco	In port
Anvil	Bandon	Aug. 2
Bayocean	Bayocean	Aug. 3
Henrik Ibsen	Hongkong	Aug. 3
Golden Gate	Tillamook	Aug. 3
Breakwater	Coos Bay	Aug. 4
Sue H. Elmore	Tillamook	Aug. 5
Alliance	Eureka	Aug. 5
Beaver	San Pedro	Aug. 6
Roanoke	San Diego	Aug. 7
Hercules	Hongkong	Aug. 10
Bear	San Pedro	Aug. 11
Strathlyon	Hongkong	Aug. 25

Scheduled to Depart.

Name.	For.	Date.
Geo. W. Elder	San Diego	Aug. 2
Northland	San Francisco	Aug. 3
Anvil	Bandon	Aug. 3
Falcon	San Francisco	Aug. 3
Bayocean	Bayocean	Aug. 5
Golden Gate	Tillamook	Aug. 5
Rose City	San Pedro	Aug. 6
Breakwater	Coos Bay	Aug. 6
Alliance	Eureka	Aug. 7
Sue H. Elmore	Tillamook	Aug. 8
Roanoke	San Diego	Aug. 9
Henrik Ibsen	Hongkong	Aug. 10
Beaver	San Pedro	Aug. 11
Bear	San Pedro	Aug. 16
Hercules	Hongkong	Aug. 25
Strathlyon	Hongkong	Sept. 15

Movements of Vessels.

PORTLAND, Aug. 1.—Arrived—Steamer Rose City, from San Francisco and San Pedro; steamer Falcon, from San Francisco; steamer Klamath, from San Francisco. Sailed—Steamer Bear, for San Pedro via San Francisco; steamer Sue H. Elmore, for Tillamook.

Astoria, Or., Aug. 1.—Condition at the mouth of the river at 5 P. M., smooth; wind, west, 8 miles; weather, clear. Arrived at 5 and left up at 6:30 A. M., steamer Falcon, from San Francisco. Arrived at 8:30 A. M. and left up at 12:15 P. M., steamer Rose City, from San Pedro and San Francisco; Arrived at 1 and left up at 1:45 P. M., steamer Klamath, from San Francisco. Sailed at 4 P. M., schooner Americana, for Brisbane. Arrived down at 5:15 and sailed at 6 P. M., steamer Bear, for San Francisco and San Pedro.

Raymond, Wash., July 30.—Sailed—Steamers Carmel and Claremont, for Southern California. Arrived July 31—Steamer Rainier, from San Francisco.

San Francisco, Aug. 1.—Arrived—Steamers Svea, from Grays Harbor; Yosemite, from Bellingham; Tamalpais, from Astoria; Claremont, from Willapa; Maverick, from Seattle; Coronado, from Grays Harbor; barkentine S. G. Wilder, from Ballard; schooner Hugh Hogan, from Siuslaw River. Sailed—Steamer Umatilla, for Victoria; schooner R. W. Bartlett, for Port Townsend.

Seattle, Wash., Aug. 1.—Arrived—Steamer Charles Nelson, Tallac, Buckman, San Francisco; U. S. SS. Heather, Columbia River. Sailed—Steamer Inaba Maru, Yokohama; steamer A. F. Plant, San Francisco; steamer Governor, Sound ports; steamer Mexico Maru, Tacoma; steamer Dolphin, Skagway; steamer Northwestern, Southwestern Alaska; steamer Kuntseric, Port Blakesley.

San Francisco, Aug. 1.—Arrived at 4 A. M., steamer Tamalpais, from Portland. Arrived at 4 P. M., steamer Claremont, from Portland, via Raymond.

Eureka, Aug. 1.—Arrived—Steamer Alliance, from Portland.

Dublin, —uly 29.—Arrived—British ship Celtic Glen, from Portland.

San Pedro, Aug. 1.—Arrived—Steamer Beaver, from Portland.

Redondo, July 31.—Sailed—Schooner Annie M. Campbell, for Columbia River.

Tides at Astoria Wednesday.

High.	Low.
6:59 A. M. ....5.9 feet	0:59 A. M. ....1.3 feet
6:35 P. M. ....7.9 feet	0:41 P. M. ....3.0 feet

WHEAT YIELD SHORT

North Dakota Crop Only Fifty Millions.

DUE TO THE BLACK RUST

Prices Soar at Chicago When the Estimate Is Announced—Last Sales Show a Net Gain of 1 1-8 Cents for September.

CHICAGO, Aug. 1.—Threshing returns, said to indicate a wheat yield of only 50,000,000 bushels in North Dakota, gave market prices today a decided hoist. The close was ⅞@1c to 1⅛c higher than last night.

All the strength in wheat came from the Northwest. News everywhere else was wholly in favor of the bears. Crop damage reports, especially such as referred to the upper parts of the Dakotas, outweighed by far the sum total of other influences at work. Earlier in the day the pit was disposed to forget about rust, and had been impressed by the lack of export or domestic call. After attention had been fully turned to North Dakota, however, sentiment held bullish and the close was steady at nearly the top point reached. September ranged from 89¼@89⅝c, with the final tone steady at 90⅝@91c, a net gain of 1⅛c.

After a rush of selling, due to the rains, corn improved, owing to the Iowa State Report, indicating important losses last month. September fluctuated between 63c and 64c, closing firm, ¼c net higher, at 63⅞@64c. Cash grades were in fair demand. No. 2 yellow finished at 63¼@63⅜c.

Although cash oats were a drag, futures advanced with wheat. September touched as high and low limits 41¼c and 39⅝c, with last sales ⅜@¾c up, at 41@41¼c.

Provisions swayed to and fro, governed mainly by the action of grain. The gong at the close left pork 10@22½c higher, lard at an advance of a shade to 5c and ribs dearer by 2½@10c.

The leading futures ranged as follows:

	Open.	High.	Low.	Close.
WHEAT.				
Sept.	$.89⅝	$.91⅛	$.89⅝	$.91
Dec.	.93⅝	.94⅞	.93⅛	.94¾
May	.97⅝	.99¼	.97½	.98⅞
CORN.				
Sept.	.63¼	.64	.63	.64
Dec.	.61	.61⅝	.60⅞	.61⅝
May	.63¼	.64	.63	.64
OATS.				
Sept.	.40⅛	.41⅛	.39⅞	.41⅛
Dec.	.43	.43⅝	.42½	.43⅝
May	.45¾	.46½	.45⅝	.46⅝
MESS PORK.				
Sept.	17.12½	17.35	17.05	17.35
Jan.	16.05	16.25	16.05	16.25
LARD.				
Sept.	8.52½	8.62½	8.52½	8.62½
Dec.	8.45	8.55	8.45	8.55
Jan.	8.30	8.35	8.45	8.52½
SHORT RIBS.				
Sept.	8.75	8.85	8.27½	8.85
Jan.	8.35	8.32½	8.25	8.30

Cash quotations were as follows:

Flour—Firm.

Rye—No. 2, 82½c.

Barley—Feed or mixing, 60@75c; fair to choice malting, 92c@$1.03.

Flaxseed—No. 1 Southwestern and No. 1 Northwestern, nominal.

Timothy seed—$9@12.

Clover—$9.50@16.50.

Pork—Mess, per barrel, $17.12½@17.25.

Lard—Per 100 pounds, $8.52½.

Short ribs—Sides (loose), $7.75@8.62½.

Sides—Short, clear (boxed), $8.50@8.75.

Grain statistics:

Total clearances of wheat and flour were equal to 467,000 bushels. Primary receipts were 1,132,000 bushels, compared with 895,000 bushels the corresponding day a year ago. The world's visible supply, as shown by Bradstreet's, decreased 6,871,000 bushels. Estimated receipts for tomorrow: Wheat, 517 cars; corn, 556 cars; oats, 265 cars; hogs, 28,000 head.

	Receipts.	Shipments.
Flour, barrels	22,700	31,800
Wheat, bushels	68,200	645,800
Corn, bushels	81,200	259,500
Oats, bushels	705,600	279,500
Rye, bushels	4,000	1,000
Barley, bushels	19,500	14,600

Changes in Available Supplies.

NEW YORK, Aug. 1.—Special cables and telegraphic cables received by Bradstreet's show this condition in the available supply compared with previous accounts:

	Bushels.
Wheat, United States, east of Rockies, increased	7,116,000
Canada decreased	45,000
Total, United States and Canada, increased	7,071,000
Afloat for and in Europe, decreased	200,000
Total American and European supplies increased	6,871,000
Corn, United States and Canada, decreased	364,000
Oats, United States and Canada, decreased	247,000

Grain Markets of the Northwest.

TACOMA, Wash., Aug. 1.—With the beginning of August quotations on grain of the old crop cease. Quotations on the new crop are:

For export bluestem wheat, 82c; fortyfold, club and red Russian, 80c; for milling, bluestem, 79c; club, 76c. Receipts: Wheat, 5 cars; corn, 1 car; oats, 1 car; hay, 54 cars.

SEATTLE, Wash., Aug. 1.—Wheat—Bluestem, 81c; fortyfold, 79c; club, 76c; Fife, 76c; red Russian 75c. Oats, $25 per ton. Barley, $24 per ton; bags, $8.50. Car receipts up to noon: Wheat, 13; corn, 4; oats, 4; hay, 48.

Grain at San Francisco.

SAN FRANCISCO, Aug. 1.—Wheat and barley steady.

Spot quotations—

Wheat—Shipping, $1.35@1.40.

Barley—Feed, $1.32½@1.35; brewing, nominal.

Oats—Red, $1.20@1.37½; white, nominal; black, $1.20@1.37.

Board sales—

Wheat—No trading.

Barley—December, 59¼c.

European Grain Markets.

LONDON, Aug. 1.—Cargoes, steady. Walla Walla for shipment at 34s 6d. English and French country markets, quiet.

LIVERPOOL, Aug. 1.—Wheat—October, 6s 10⅝d; December, 6s 11⅝d. Weather warm.

Minneapolis Wheat Market.

MINNEAPOLIS, Aug. 1.—Wheat—September, $1.01⅝; December, $1.02⅝; May, $1.06¼; No. 1 hard, $1.05½; No. 1 Northern, $1.03½@1.04⅝; No. 2 Northern, $1.00@$1.03½; No. 3 wheat, 95½c@$1.01⅝.

Peaches Grown Without Water.

LYLE, Wash., Aug. 1. — (Special.)—Guy Long, a young man who came to Klickitat a few years ago from Thayer, Ia., and procured land two and a half miles north of Wahkiacus, has in his young orchard a new variety of peach trees. Mr. Long has 12 2-year-old peach trees of the early Crawford variety and each tree will average 15 peaches this year and they are grown without water at an elevation of 1700 feet above sea level. Peach fillers have been suggested for some of the apple orchards in that section which are now being prepared for Spring planting.

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Varicose Veins, Blood Poison, Piles, Fistula, Etc.

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