NEW YORK STOCK MARKET

VIGOROUS COVERING HELPED THE INDUSTRIALS AND SPECIALTIES.

The Week's Business Was Notable for Violent Movements in Different Groups of Stocks.

NEW YORK, March 3.-The feature of the stock market was the disturbed condition of mind manifested by the bears whose demands for stocks to cover short contracts worked some violent recoveries contracts worked some violent recoveries in the industrial and specialty department of the market. This influence was first evident in Third Avenue, which bounded up eight points on the belief that the financial assistance had been secured to rehabilitate the property. The short account in Sugar gave signs of being overextended, and after falling to near 55, the extended, and after failing to near 55, the quotation touched 101% in the late dealings. A decline of raw sugars, thus widening the gap between the cost of raw and refined sugars, was an influence. The movement in these stocks had a sympathetic influence upon other industrials, and there were great recoveries from the opening weakness during the first hour.

A period of quiness and heaviness suc-

A period of duliness and heaviness suc-ceeded, while waiting for the bank state-ment, and upon the publication of that tement, the market displayed increasing animation and strength until the close which was generally at the top, and ne gains in nearly all stocks. Part of the news is out a raily is due. But the return was, in fact, not so weak as had been feared. Receipts of cash from the interior were larger than anticipated, and the loss in cash correspondingly less. Another loan expansion so formidable as \$9,621,000 was apparently viewed with complacency as the feeling has grown up in Wall street as the feeling has grown up in wan street
that much of the recent loan expansion
will find a quick return to the money
market. So long as call loans are made
at 252½ per cent, there will be no acute
alarm over the money market prospects.
The stock market this week has been
torn by the conflicting infifences of violess contrary movements in different

lent contrary movements in different groups of stocks, affected by individual cause. There have been sharp losses in the department of industrials and so called specialties including the stocks of corporations operating the New York pub-lic utilities, and there have been notable gains in some railroad stocks based on large earnings reported. The strength of railroads has at times checked the fall of in the industrials, and at other times the sudden breaks in the industrials have un-settled the whole market, and have been a settled the whole market, and he railroads drag on the movement in the railroads Neither the gains on the one hand, not the losses on the other, have been fully maintained, and it is impossible to deter-mine the dominant tendency of the market nor to determine how far the apaths of the public demand for stocks would be changed if the market were relieved from

the special disturbing influences.

The principal disturbing element has been Third Avenue, which has sold over 30 points lower than last Saturday's closing price, and very nearly 200 points lower than the high price of the corresponding period of last year. Such a development in a stock long closely held and regarded as a safe investment security has an in-evitable effect on other securities. There were old rivalries and animosities between the bold and powerful speculative interests, which the misfortunes on the stock afforded an opportunity to gratify. The long-standing conflict for centralized con-trol of the New York public utilities was also involved, not only in the movements of the group, but through sympathetic connections of other stocks.

There has been furious speculation in the certificates of the Sugar Refining Company, based on ambiguous utterances of the president of the company that he would oppose the payment of dividends unless the company earned them. This riddle will not be solved for the public until after the directors have acted on the dividend next Wednesday, when specula-tors will be able to foot up their gains or their losses. The iron and steel stocks have also been a disturbing influence without any very clear explanation being given for the large selling of them. One current but not very plausible explanapunies are proving so large that effective The reports of authorities in the trade, showing large consumers still halt-ing over the making of future contracts for material, obviously with the expectation that prices will go lower, seems a more rational explanation.

These disturbing influences have partly offset, but have not wholly prevented, the effect of the extraordinary earnings reported by many of the great railroads for January. It has been feared that the prices of material would so far extend the cost of operation and repairs on the railroads, their net earnings would fail to be benefited by the large increase in gross earnings. The statements pubthis supposition. Even where the actual cost of operating has greatly increase the ratio of operating expenses to gross is so far reduced as to leave bands exception, owing, it is explained, to extraordinary improvements charged to ex-penses. Taking the most striking exampenses. Taking the most striking exam-ples, the great Pennsylvania system of lines directly operated east and west of Pittsburg gains in January 73 per cent in net carnings over last year; Atchison, & per cent; Reading, 25; Erie, 44; Wabash, 42, and Lehigh Valley, 143 per cent. The halance of earnings, after deducting the month's proportion of fixed charges in-creases over tenfold by the Cleveland, Cincinnati, Chicago & St. Louis Railroad, and 122 per cent by Burlington.

Wall-street skepticism over the explanation that the recent enormous loan ex-pansions by New York banks has been taken out to meet commercial demands. has been justified by the news develop-ments of the week. Special transactions have become known which account for large loans, notably the anticipatory pay-ment by the Central Pacific of a \$3,000,000 note to the Government, the taking up by New York capitalists of a loan to a Russian railroad guaranteed by the Russian Government, said to amount to \$25,00,000 and the proceeds of which are, by the terms of the lain, to be expended in this country, and large betrowings by interior banks for the purchase of Government bonds, with a view of taking out additional note circulation under the predictional note circulation under the prediction and the process of the prediction of the p tional note circulation under the provisions of the new refunding law when it is enacted. It does not escape notice that even for February the national bank note circulation has been increased some \$2.447,-455.

The British successes in South Africa nited in buying of stocks in New York for London account, which, coupled with the urgent foreign demand for cotton at the high prices prevailing, has depressed the rate for sterling exchange so that gold imports are considered within measurable distance. These considerations must explain the comparative equanimity with which Wall street contemplates the rapid inroads being made upon the surplus re-

serves of the clearing-house banks.

The market for railroad bonds has shown decreased inactivity during the week, and the price movement has been irregular. United States new 4s advanced 14, and the old 4s, new 4s 114 per cent in the bid price.

NEW YORK FINANCES.

Weekly Bank Statement Shows Big Increase in Loans. NEW YORK, March 1.-The Financier

A decrease of \$6,037,000 in the surplus re serve of the clearing-house banks of New York for the current week has reduced the excess cash holdings to \$12.641,550, a shrinkage of more than \$17,000,000 in one month. The feature of the statement is the continued rise in loans. The increase for the week in that item has been 29.-621,000. One month ago the total was

exceeds last year's record very largely, although the incentive which brought about the 1899 expansion is lacking now. The explanation for the rapid increase in loan commitments lies in the heavy volume of commercial business which the country is doing. Lately there has appeared another factor—the absorption of Government bonds by banks—and this accounts in part for the continued addition counts in part for the continued addition to the loan item. The banks are still los-ing cash to the Treasury. The statement gives a decrease of \$4.507,000 in specie— \$757,400 for the week. This is a little less than had been expected, as the Treas-ury had drawn more than that during the week. The inference is that the banks

SMALL TONNAGE SUPPLY

BUT THREE GRAIN SHIPS IN THE RIVER TO FINISH.

More of Tacoma's Regular "Lyin" May Flint Rechartered-New York Steamships Aground.

ury had drawn more than that during the week. The inference is that the banks gained rather than lost on interior account. The increase of \$1,66,400 in deposits was much below the average expansion over the past few weeks, and requirements for additional reserve were not as heavy as has been the case from week to week since the beginning of February. As it is, the lessened excess reserve for the past six days is due almost the deposit increase being responsible for only \$750,000 of the total. Viewed as a whole, the exhibit of the banks is not to that of one year ago. At that time

TONNAGE EN ROUTE AND IN PORT.

Vessels Chartered or Available for Grain Cargoes From the Northwest.

Salled	Name.	Fing and rig.	Master.	From.	Days out	Consignees
Aug. 4	Marechal Villiers	Fr. bark	Rionald	1705 Nantes		
Nov. 18		Br. ship	Hunter	1543 Antwerp	1111	T., Y. & Co.
	William Law	Br. ship	Abbott	1651 Singapore	3 20	A. Berg.
Jan. 29	Wendur	Br. ship	Nicoli	1896 Calcutta	34	P. F. M. Co
********	Forthbank	Br. bark	Paterson	1332 Honolulu	****	*************
Dec. 20	Lizzie Bell	Br. bark	Whelan	1036 Liverpool	74	M., W. & Co
*******	Berwickshire	Br. bark	Blance	901 Honolulu	1000	***********
Jan. II	Fifeshire	Br. bark	Caddell	1381 Antwerp	40	B., G. & Co.
227257744	Najade	Ger. ship	Hasselman	1677 Nagasaki	****	The Control of the Control
Feb. 12	Penthesilea	Br. ship	Manson	1663 London	20	B., G. & Co.
#22 PAGE	Linlithgowshire	Br. ship	Anderson	1257 Antwerp	****	B., G. & Co. M., W. & Co
Feb. 14		Br. ship	Barrett	1836 Hamburg	1 10	M., W. & Co
******	East African	Br. bark	Decent	1588 Honolulu 1759 Stn. Rosali		***************************************
******	Isle of Arran Annie Thomas	Br. ship Br. ship	Davies Meredith	1763 Acapulco		
Eleb 10	Thornliebank	Br. ship	McBride	1965 Sta. Rosali		
F-607 10	Grenada.	Br. bark	Putt	2106 Honolulu		
Elah 90	Poseidon	Br. ship	Bush	1890 Honofulu	179	
Feb. 20	Lydrate	Br. bark	Jones	2350 Shanghai	1	T., Y. & Co.
	Aspice	Br. ship	Bremner	1890 Honolulu	1000	
	Beechbank	Br. bark	Buchanan	2154 Sta. Rosali		
	Pinmore	Br. bark	Maxwell	2286 Nagasaki		
	Alice	Ger, ship	Kuhlmann	2062	333	
	Australia.	Br. bark	Jones	2097 Honolulu		
	Genista	Br. ship	Hearn	1718 Shanghai		
*******	Leicester Castle	Br. ship	Crowest	2009 Shanghai	1444	
*******	Nesaia.	Ger, ship	Plander	1670 Klao Chou		
*******	Riversdale	Br. ship	Griffiths	2068 Hamburg		E. Baker
*******	Conway	Br. ship	Ward	1776 Shanghai		************
*******	Frankistan	Br. ship	Atkinson	1900 Nagasaki		***********
	Inverness-shire	Br. bark	Peattle	2147 Honolulu		***********
Feb. 24	John Cooke	Br. ship	Magee	1758 Shanghal	- 3	*************
*******	Juteopolia	Br. bark	Curd	2652 Hiogo		m - 0 0-
PERMIT	Mabel Rickmers	Ger. ship	Bandelin	1895 Hlogo	1331	T., Y. & Co.
*******	Orealla	Br. ship	Tyers	1708 Shanghai	99.93	
*******	Rickmer Rickmers	Ger. ship	Baake	1914 Hong Kon	5	
*******	Rigel	Ger. ship	Leopold	1879 Nagasaki	1777	
********	Semantha W. J. Pirrie	Br. ship	Crowe	2211 Shanghai	1000	
******	St. Mirren	Br. bark	Wilkins	2516 Shanghal 2855 Yokohama	1000	***************************************
	West Lothian	Br. ship	Curtis	1737 Hong Kon		
********	AA DOC TWATHING	Br. ship	Curus	Tibilitions Pour		

Calcutta	Liverpool 1606 Nagasaki 5143 Nantes 1766	Santa Rosalia 3913 Acapulco 1763 London 1663 Hamburg 3834 Yokohama 1856
Total tonnage en route, ?	1,244. Same time in 1899, 20,31	3. Same time in 1898, 57,235.

		RAIN TO	NNAGE IN	77	IE RIVEA		
Arrived	Name.	Fing and rig.	Master.	Tons	From.	Agents or Charterers.	Berth.
Jan. Jan. Feb. Feb. Feb.	15 C. S. Bement 25 Belmont 5 Gulf Stream 8 Donna Francisca 17 Kinfauns 20 Beechdale 25 Samaritan	Am. ship Br. bark Br. bark Br. bark Br. bark Br. bark Br. bark	Fernald Ladd Kerbyson Simon Crighton Knox Dexter	1415 1278 2163 981 1271	Shanghai Hong Kong Honolulu Rio Janeiro Honolulu Honolulu Shanghai	Port. G. Co. P. F. M. Co. Girven & E. B. G. & Co P. F. M. Co	Astoria Stream Oceanic

Total tonnage in the river, 11.104 tons. Same time in 1899, 50,586 tons. Same time in 1898, 30,934 tons. In 1897, 10,667.

Sailed	Name.	Fing and rig.	Master.	Tons	From.	Days out	Consignees
Nov. 16 Nov. 15 Oct. 3 Jan. 8 Dec. 19 Jan. 31 Jan. 25	Actinashie Eliginshire Battle Abbey Mount Stuart Glenogli Rhuddian Castle Brodick Castle Carnedd Llewellyn Brussels Chas. Cotesworth Wanderer King Arthur Cumberland Conway Castle Jessomene Nile Cabul	Br. bark Br. ship Br. ship Br. ship Br. ship Br. ship Br. ship Br. ship Br. ship Br. bark Br. bark Br. ship Br. ship	Pasiful Hannah McGhie Olsen Stevenson Roberts Olson Beard Lever Harris Tupman Griffith Tonkin Robertson Quayle Evans Thomas Moesch Johnson	2008 1465 1168 21993 1993 1745 1297 1698 991 1601 2717 1062 1746 1591 1796 2079	Liverpool Liverpool Liverpool Antwerp London London Cardiff Hong Kong Cardiff Liverpool Hamburg Liverpool Guatemala Shanghal Hong Kong Hiogo Honolulu Acapulco Hiogo Rotterdam	100 109 125 55 32 34 40 6	M., W. & Co.

	3	GRAIN TO	NNAGE ON	PUG	ET SOUND	D.	
Arrived.	Name.	Fing and rig.	Master,	Tons	From.	Agents or Charterers.	Berth.
Jan. Feb.	27 Stronsa 2 Angerona 23 Colbert 21 Englehorn 12 Allegiance 23 Inverciyda	Br. ship Br. ship Fr. bark Br. ship Br. ship Br. ship	Henning Williams Loreau Lovitt Evans May	1145 1248 2374 1180	Antwerp Liverpool London Shanghai Honolulu Hamburg	B., G. & Co. McNear P. F. M. Co. B., G. & Co. B., G. & Co. B., G. & Co.	Tacoma Tacoma Seattle Tacoma

as unfavorable as had been anticipated, but it certainly favors the prediction that money rates are now about as low as they will be for some weeks to come. The money market in the immediate fu-ture will be governed largely by the amount which the banks will lose to the Treasury, and the passage of the refund-ing bill may also complicate matters tem-porarily. The banks are still adding to their circulation, and the total is now in excess of any amount reported during the last year.

The weekly bank statement is as fol-Surplus, reserve, decrease\$6,037,000 4,507,000
 Legal tenders, decrease
 767,400

 Deposits, increase
 3,050,400

 Circulation, increase
 602,800
 Banks now hold \$12,641,650 in excess of legal requirements.

Foreign Financial News. NEW YORK, March 2.-The Commercial

Advertiser's London financial cablegram "The markets here were lethargic and heavy today, on the unexpected earliness of the budget statement. Consols were 5-16 down and heavy. French taxation is apprehended in the beer and tobacco. Americans were depressed on fears of the bank statement. There was no gold movement. Call money was in less demand, and bills were steady."

Astor the Expatriated.

HOQUIAM, Wash., March 1.—To the Editor.)—Please inform me through the columns of your daily paper as to the whereabouts of William Waldorf Astor. What is he doing during England's present trouble down in Africa? Has he not

yet to show his loyalty to England, ask the Prince of Wales for a station in the army to defend his adopted country M. BAUM. Astor has subscribed liberally, we understand, for aid of the British forces, but has not offered to go to war. He is 52, and

perhaps he thinks he is too old. As to Marion's Legislative Delegation

Jefferson Review. The McBride "push" are said to be having trouble arranging their Legislative ticket in this county, two of their strong-est candidates baving refused to wear the

there was over 50,000 tons of grain ship-ping in the river, compared with but lit-tle over 10,000 tons at the present time. Rates have advanced to such a point that lumber exporters are having difficulty in securing a sufficient amount of tonnage to meet their requirements. For prompt loading, lumber freights from Northern ports are quoted as follows: Sydney, 52s 6d@53s 3d; Melbourne or delaide, 58s 3d@50s; Port Pirle, 58s 2d@ 7s 6d; Freemantie, 68s 3d@70s; Geraldton. 70s@71s 3d; West Coast, 57s 6d@60s; Pisa-gua range and Callao range, 58s 9d@ 61s 3d; Buenos Ayres, 67s 6d@70s; Shang-1,037,000 hai, 60e6618 3d; Kiao Chow, 61s 3d@62s 6d; 0,631,000 Japan, 56s 3d@67s 6d; Port Arthur, 66s 3d@ 1,567,000 67s 6d; Tientsin, 57s 6d@68s 9d; New-767,400 chwang, 67s 6d@68s 9d; Vladivostock, 55s-9 Ms 3d; South Africa, 72s 6d@75s; U. K.,

> MAY FLINT RECHARTERED. Big Sailer to Lond Coal on Sound

for Trisco. The American ship May Flint is re-ported fixed for coal from Puget Sound or British Columbia to San Francisco at \$2.75 per ton. The vessel missed her canceling date for wheat, on account her long passage, but rates are so firm and ships so scarce that it was a matand ships so scarce that it was a mat-ter of surprise that the vessel was re-leased, as she was chartered at a mod-erate rate, in comparison with what has since been paid. As the vessel is owned in San Francisco and freights are higher in the Bay City than they are in the North she has undoubtedly made a very North, she has undoubtedly made a very neat turn. Her coal cargo down the neat turn. Her coal cargo down coast will amount to approximately \$12.000, and in proportion to other charters one, and in proportion to other charters that have been made in San Francisco recently, she would be worth about 40 shifflings for wheat.

The San Francisco speculators who

made a "killing" by taking reinsurance on the May Flint are all feeling pretry good over their success, but seem to be under the impression that they had a monopoly on the "tip" regarding her safety, which was floating around the coast a month before her arrival. This "tip" came in a letter from the captain to the owners, informing them that in case he could not make the Bashoe channel he would probably come by the South-ern route. Had he taken the latter route, It would not have been anything remark-able if he had falled to reach here for a month yet. The same information as was sent to the owners was brought to Portland by Captain Ladd of the Palwas sent to the owners was brought to Tug Traveler, from San Francisco; Portland by Captain Ladd, of the Bel-schooner O. M. Kellogg, from Hilo, for

mont, who repeatedly asserted that the ship was safe, but would not reach the Sound in less than 140 days. He ex-pected reinsurance to reach 75 per cent by that time, and announced his intention of taking a block when it reached that

TACOMA'S REGULAR LINE, Portland Firm's Business the Sub-

ject of Some Regular "Lyin'." very small investment of fact brings olesale returns of the rankest kinds wholesale returns of the ranges and of fiction over in the windy cities of Puget Sound. The following press dispatch was sent out from Tacoma Thurs-

Tacoma, March 1.—The whaleback Inverness, which took on a big lot of flour for shipment to Port Arthur yesterday, is the first ship of a regular line that is to operate between Puget Sound and Siberian ports. The service for the present will be one ship every 40 days, but when the railroad across Siberia is completed, it is proposed to have a ship on the Sound every 20 days."

Here are the facts in the case: The Inverness was chartered by the Pacific Export Lumber Company, of this city, March 1.-The whaleback

Inverness was chartered by the Pacific Export Lumber Company, of this city, several months ago to load lumber and flour at Portland for Port Arthur, with the option of loading on the Sound. The accident to the steamship Elm Branch delayed the arrival of that steamer at Portland so long that in order not to have both of the steamers in Portland at once the Inverness was diverted to the Sound. The Pacific Export Lumber Company, of this city, has been dispatching steamships and sailing vessels from Portland for Siberia and the Orient for nearly three years, and during that for nearly three years, and during that time has occasionally, to prevent "bunch-ing" of their fleet in this port, diverted steamers to the Sound. At present the firm is loading the Guernsey at Van-couver, the Inverness at Tacoma and the Elm Branch at Portland.

Portland is the headquarters of the firm. and from this city the greater number of their vessels are dispatched, although they have never maintained a regular line. The Elm Branch, now loading in line. The Eim Branch, now loading in this city, will carry a larger cargo of flour and lumber than the Inverness, but she is neither the first, last nor in-termediate steamer of a regular line.

TWO STEAMSHIPS AGROUND. Pennsylvania and La Normandie in

Trouble in New York Harbor. NEW YORK, March 3 .- The Hamburg-American line steamer Pennsylvania, which left her dock this morning bound for Plymouth and Hamburg, ran aground in Gedney channel, in the lower bay. Her machinery is evidently damaged.

NEW YORK, March 1 .- The French line steamer La Normandie, which sailed to-day for Havre, grounded in Gedney chan-nel, opposite to where the Pennsylvania is aground. Tugs are at work endeavor-ing to float the two steamers. The Pennsylvania was floated at 3:15 P. M. with the help of the pilotoboat New

M., with the help of the pilot-boat New York, tug John Nichols, and another tug. The Pennsylvania passed in and anchored off Sandy Hook.

> Tides at Astoria. (Week beginning March 5.)

DAY.	М	leight	М.	feight	8 2 2 2 2
High water— Monday Tuesday Wednesday Thursday Friday Saturday Sunday Low water—	4:02 4:52 5:54 7:07 8:23	8.5 8.1 7.7 7.3 7.2	4:04 5:05 6:19 7:42 9:02 10:04 10:52	6.8 6.6 5.6 5.8 6.9	Buthano
Monday Tuesday Wednesday Thursday Thursday Friday Saturday Sunday	11:00 12:06 1:09 2:38	0.6 0.8 3.8 3.8	9:53 19:43 11:45 1:15 2:28 3:35 4:31	2.2 3.0 3.5 1.0 0.9 0.8 0.6	200
	-				ľ

Overdue Bark Mermald Arrives. PORT TOWNSEND, March 3.-All fears for the safety of the long overdue bark Mermaid, which sailed from Unalaska 37 days ago for Puget Sound, were allayed today by the arrival of the ship St. Nicholas, which vessel reports having spoken the Mermald. The captain says she should arrive in a few days. The Mermaid should have arrived here three weeks ago. .The St. Nicholas was ordered to the quarantine station for fumigation.

Arrival of the O. M. Kellogg. PORT TOWNSEND, March 3.-The schooner O. M. Kellogg arrived at Ho-quiam today from Hilo. She has been or-dered by the United States quarantine officer to come here for inspection and fumigation. The Kellogg sailed from Hilo February 14.

Marine Notes.

The tug Maggie, previously reported ashore at Siusiaw, has been floated and has arrived at Florence The St. Irene left down yesterday morning and will probably go through without any further difficulty. Captain George Conway, Superintend-ent of O. R. & N. water lines, left for San Francisco last evening on a business

The schooner Honolulu, with a cargo of lumber, shipped from Portland by the Pacific Export Lumber Company, arrived at Tientsin Friday.

Domestic and Foreign Ports. ASTORIA, March 2.-Arrived down at 2:40 P. M.-British bark Belmont. Left up-United States steamer Perry. dition of the bar at 5 P. M.-Sm wind, west; weather, clear. San Francisco, March 3.—Arrived— Steamer Geo. W. Elder, from Portland. Sailed—Schooner Ralph J. Long, for

Siuslaw: schooner Laura Madsen, for Gray's Harbor; steamer Arcata, for Coos Bay. Arrived — Steamer Brunswick from Gray's Harbor; steamer Rival, from Wiliapa Harbor. Hong Kong-Arrived March 2-Steamship Monmouthshire, from Portland. Port Townsend-Sailed March 2.—Jap anese steamer Kinshui Maru, for Yoko

San Francisco, March 2.—Arrived— Steamer Willamette, from Seattle; steamer Walla Walla, from Victoria; ship Centen nial, from Oyster Harbor; steamer Mattewan, from Tacoma. Sailed-Steamer ohr, for Chemainus; ship C. F. Sargent, for Seattle.

Eureka-Sailed March 1-Steamer Hoer, for Portland. Port Los Angeles-Arrived March 2-Steamer Titania, from Nanalmo, Port Townsend-Passed up March 2. Bark Levi G. Burgess, from San Fran-Tacoma-Arrived March 1 .- Ship Charmer, from Port Townsend. San Pedro-Sailed March 2.-Bark Oakland, for Olympia. Seattle, March 3 .- Arrived-Steamer City

of Topeka, from Dyea; ship May Flint, from Port Townsend, Port Townsend—Sailed March 2.—Steam-er Kinshui Maru, for Yokohama, Brisbane — Sailed March 2.—British steamer Warrimoo, for Vancouver.
Tsingua-Arrived March 2.-Hawaiian steamer Honolulu, from Astoria. New York, March 3.—Arrived—New York from Southampton. Sailed-Kaiser Wil-helm II, for Genoa, etc.

London, March 3. — Arrived—Marquette, from New York. Cherbourg, March 2. - Sailed-St. Paul, from Southampton for New York. Antwerp, March 3.—Sailed-Kensington, for New York. Havre, March 3 .- Sailed-La Aquitaine

for New York.

Brisbane, March 3.—Arrived—Miowera. from Victoria etc. Hong Kong, March 3.-Arrived previous ly-Doric, from San Francisco, etc.; Monmouthshire, from Portland, Or., etc. Hoquiam, Wash., March 3. — Arrived-

Aberdeen. Sailed-Schooner North Bend, from Hoquiam, for San Francisco; schooners Volant and Neptune, from Aberdeen for San Francisco; schooner lea, from Aberdeen for San Pedro.

X-RAYS ON DR. HILL. The Middle-of-the-Road Populist as a Talking Skeleton

Dr. Lamberson, of Linn County, write to the Lebanon Express-Advance as fol-lows:

"Dr. Hill has made a bargain fo large \$800 static machine, with all the X-ray apparatus connected. We set the machine running, and Dr. Hill stood up, and as large and thick as he is, I looked through him and saw every bone in his fat body. I could see his great big heart beat, and, placing my pocket knife at his back, I could see it as plain as the noon-day sun clear through his body. It is a wonderful and weird sight to look at one of your friends through this great machine. He talked to me when I was look-ing through him, and, strange as it may seem, his clothes could not be seen, but seem, his clothes could not be seen, but his liver, lungs, heart and skeleton were plainly visible. It makes one shudder at first to look at a talking skeleton, but after feeling of his warm hands and being assured that he was really alive this strange feeling soon were off."

A Contented Trapper.

Junction Times. Wash Adkins came in from the foothills Wednesday to ship his furs. Mr. Adkins has lived in his lonely cabin for a period of 28 years, and is about as happy and contented as he that dwelleth in a mansion. He is a trapper by profession, and is brim full of anecdotes and adventures of various kinds. The furs he brought in this trip consisted of 4 marten ie skunks, 1 raccoon, 2 wease's and 1 sliver-gray squirrel of the large variety. The marten are valuable furs, and are rated in three classes at \$7, \$11 and \$16.

VERY FEW PEOPLE Are Free From Some Form of Indi-

Very few people are free from some form of indigestion, but scarcely two will have the same symptoms. Some suffer most directly after eating, bloating from gas in stomach and bowels,

others have heartburn or sour risings, still others have palpitation of heart, headaches, sieeplessness, pains in chest and under shoulder biades, some have extreme nervousness, as in nervous dys-

pepsia.

But whatever the symptoms may be, the cause in all cases of indigestion is the same, that is, the stomach for some rea-son falls to properly and promptly digest what is eaten.

This is the whole story of stomach roubles in a nutshell. The stomach must have rest and assistance, and Stuart's Dyspepsia Tablets give it both by supplying those natural digestives which every weak stomach lacks, owing to the fallure of the peptic glands in the stom-ach to secrete sufficient acid and pepsin to thoroughly digest and assimilate food eaten.

One grain of the active principle in Stu-art's Dyspepsia Tablets will digest 3000 grains of meat, eggs or other wholesome food, and this claim has been proven by actual experiment, which any one can perform for himself in the following man-ner: Cut hard-boiled egg into very small pleces, as it would be if masticated, place the egg and two or three of the tablets n a bottle or jar containing warm water, heated to 98 degrees (the temperature of the body) and keep it at this temperature for three and one-half hours, at the end of which time the egg will be as comin the healthy stomach of a hungry boy.

The point of this experiment is that what Stuart's Dyspepsia Tablets will do to the egg in the bottle it will do to the egg or meat in the stomach, and nothing else will rest and invigorate the stomach. so safely and effectually. Even a little child can take Stuart's Tablets with safe-ty and benefit if its digestion is weak. and the thousands of cures accomplished by their regular daily use are easily explained when it is understood that they are composed of vegetable essences, asep-tic pepsin, diastase and Golden Seal, which mingle with the food and digest it thoroughly, giving the overworked stomach a chance to recuperate.

Dieting never cures dyspepsia, neither do pills and cathartic medicines, which simply irritate and inflame the intestines. When enough food is eaten and promptly digested there will be no constipation, nor, in fact, will there be disease of any kind, because good digestion means good

health in every organ.

The merit and success of Stuart's Dyspensia Tablets are world-wide, and they are sold at the moderate price of 50 cents for full-sized package in every drug store in the United States and Canada, as well as in Europe.

For the information of those interested,

little book will be mailed free by ad-ressing F. A. Stuart Company, Marshall, Mich., giving briefly the symptoms of the forms of stomach weakness, causes and cure.

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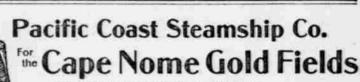
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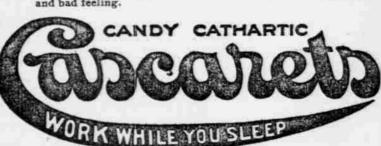
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