SHIPS ALL ENGAGED

Not an Idle Grain Vessel on the Coast.

FORTY SHILLINGS PAID IN 'FRISCO

Nothing Offering for Near-By Loading—The Pinmore Outside—Elm Branch Arrives—A Fast Run.

For the third time this season, there is not a solitary disengaged grain ship on the Pacific Coast between San Diego and Alaska. The last ship on the free list in San Francisco, the Marechal Suchet, was chartered yesterday for prompt loading at the Bay City at 40 shillings. The Grenada, a 2100-ton ship, originally chartered for Portland loading at 35 shillings, was rechartered in San Francisco several days ago at 39 shillings. These rates, compared with those prevailing at the close of other seasons in recent years, are remarkably high, but despite their proportions, are apparently not sufficiently high to attract much tonnage, for they have been hanging around the 40 shilling figure for over four months, and, during all that period, but two disengaged vessels in ballast have been started in this direction, and one of them was chartered long before she reached here. There is no tonnage available in the north for nearby loading, and as high as 42s 6d has been paid for a ship as far away as next August. The freight market for lumber tonnage is likewise very firm and latest quotations from San Francisco are as follows:

Sydney, 35s 9d@37s; Melbourne or Adelaide, 42s 6d; Port Pirie, 37s 6d@40s; Fremantle, 40s 3d@37s 6d; Geraldton, 37s@37s 3d; West Coast 42s 6d@42s; Pisagua range, Callao direct, 42s 6d@45s 6d; Buenos Ayres, 37s@37s 3d; Shanghai, 37s; Kaichow, 37s; Nagasaki, 37s 6d; Port Arthur, 37s; Tientsin, 37s; Taku, 37s; Newchwang, 37s; Vladivostock, 45s; South Africa, 32s 6d@37s; United Kingdom, 32s 6d@35s.

SHIPS FOR THE LAKES.

Thirty-one New Craft With Large Combined Carrying Capacity.

W. L. Brown, of the American Shipbuilding Company, in a recent interview in Chicago gave out some interesting figures. Thus far this season to date the various lake yards of the American Company have launched 12 mammoth freight-carrying steamers, including two 500-footers. These craft cost $4,500,000, and their combined carrying capacity is 70,000 tons. There are now on the stocks in the yards of the company 11 more great craft, the combined carrying capacity of which is 69,000 tons; cost, $4,000,000. Three of these are at the South Chicago yards, one at Cleveland, three at Lorain, two at Detroit, one at Bay City and one at West Superior. Here are 22 new craft, with carrying capacity of 139,000 tons, costing $8,500,000. In lake shipyards outside of the American Company craft have been launched, or are almost ready, with capacity for 40,000 tons, making a total of new tonnage of the largest class of 179,000 and total valuation of about $11,500,000.

GRAIN FLEET MOVEMENTS.

Heavy Weather Prevents the Pinmore Reaching Port.

The big fourmaster, Pinmore, which has been hovering around in the offing since Wednesday, was taken in tow by the Wallula yesterday and brought up to the mouth of the river. A howling southeaster was raging at the time, and it was not deemed safe to bring her in, so the tug turned round and towed her back to sea. She will probably be in this morning if the weather moderates. The German ship Nessia, which arrived in Thursday, reached Portland yesterday morning, and went to Montgomery dock to discharge ballast, preparatory to loading wheat. The Ocklahama, which brought up the Nessia, left down the river about noon with the Dovenby Hall, and on arrival at Astoria will bring up the Galgate, which is still in Astoria. The St. Mirren was the only vessel of the grain fleet in the harbor that was working wheat yesterday.

MORE FAST PASSAGES.

Magdalene Reaches Liverpool 115 Days Out.

If there was any hoodoo on the big German bark Magdalene when she was careening around the harbor and smashing things last January, it left her on the outward voyage. She arrived out at Liverpool yesterday after a rattling run of 115 days. The German ship Aldebaran, which left Portland a day or two ahead of the Magdalene, arrived out Friday in 117 days, and the Cambrian Warrior arrived out yesterday, after a passage of 118 days. This makes a total of 10 January ships that have reported, and the average passage is about 116 days, a record that has seldom, if ever, been equalled.

Tides at Astoria.

(Week beginning Monday, May 28.)

DAY.	A. M.	Height.	P. M.	Height.
High water—				
Monday	.....	.....	1:11	7.2
Tuesday	0:25	9.6	1:59	7.2
Wednesday	1:20	9.3	2:44	7.1
Thursday	2:01	8.8	3:29	7.0
Friday	2:43	8.2	4:12	6.9
Saturday	3:28	7.6	4:54	6.8
Sunday	4:14	6.9	5:39	6.8
Low water—				
Monday	6:57	-1.5	6:47	2.8
Tuesday	7:42	-1.3	7:2	3.0
Wednesday	8:26	-1.2	8:21	3.2
Thursday	9:06	-0.8	9:19	3.3
Friday	9:48	-0.1	10:0	3.5
Saturday	10:29	0.4	10:5	3.5
Sunday	11:05	1.1	11:55	3.5

Elmbranch in Port.

The big turret steamship Elmbranch, under charter to the Pacific Export Lumber Company, arrived in yesterday morning, and reached Portland late last evening. As the Inverness-shire will be along in a day or two, no time will be lost in getting cargo aboard the Branch, and she may commence working today. Both of the steamers will be loaded as rapidly as possible, and the work will give employment to over 100 men. There is plenty of work among longshoremen at present, and the wages are quite attractive.

Portland Grain Ship Ashore.

Merchants' Exchange advices from London yesterday report the German ship Wandsbek ashore at Lizard. The Wandsbek arrived out at Queenstown from Portland a few days ago, and was presumably on her way to the port of discharge to which she had been ordered, when disaster overtook her. She was dispatched from Portland by G. W. McNear, and carried 100,665 bushels of wheat, valued at $53,353. Shipmasters in this port state that the locality where she is reported ashore is a very dangerous one, and but few of the ships that are so unfortunate as to get caught there are ever saved.

German Ship Wandsbek Wrecked.

LONDON, May 26.—The German ship Wandsbek, Captain Lorenzen, which arrived at Falmouth May 21 from Portland, Or., and sailed today for Liverpool, afterward went ashore on Stag Rocks, near The Lizard, and has become a total wreck. Her cargo is flooded. No lives were lost.

Steamer Mink Sunk.

The steamer Mink is reported sunk in the Siuslaw River near Mapleton, at the head of tide water. She is a small steamer, and has been carrying passengers and freight from the head of tide water to Florence.

Domestic and Foreign Ports.

ASTORIA, Or., May 26.—Arrived in at 9:30 A. M. and left up at 2:50 P. M.—British steamship Elmbranch from Muroran. British bark Pinmore, from Shanghai started to cross in at 11 A. M., but put back on account of rough bar. Condition of bar at 4:15 P. M., rough; wind, strong, southeast.

San Francisco, May 26.—Sailed—Schooner Lizzie Prien, for Coquille River; schooner James A. Garfield, schooner Gotama, for Coos Bay; ship Iroquois, for Seattle; steamer Umatilla, for Victoria; steamer Warfield, for Chemainus; steamer Energia, for Port Townsend; steamer Valencia, for Cape Nome; steamer St. Paul, for St. Michael.

New York, May 26.—Arrived—Lucania, from Liverpool.

Philadelphia, May 26.—Sailed—Waesland, for Liverpool.

Hamburg, May 26.—Arrived—Columbia, from New York.

Liverpool, May 26.—Arrived—Campania, from New York.

Genoa, May 26.—Arrived—Bolivia, from New York.

Bremen, May 26.—Arrived—August Koroff, from Philadelphia.

Hong Kong, May 26.—Arrived previously—Nippon Maru, from San Francisco.

Liverpool, May 26.—Sailed—Etruria, for New York; Cevic, for New York.

Queenstown, May 26.—Sailed—Cymric, for Liverpool.

Antwerp, May 26.—Arrived—Friesland, from New York.

New York, May 26.—Sailed—Nebraska, for Antwerp; Amsterdam, for Rotterdam; Anchoria, for Glasgow.

Havre, May 26.—Sailed—La Bretagne, for New York.

Southampton, May 26.—Sailed—St. Paul, for New York.

New Whatcom, May 23.—Sailed—Chilean bark Lake Leman, for Valparaiso.

Tacoma — Sailed May 25.—Barkentine Katie Flickinger, for Honolulu; barkentine Quickstep, for Honolulu.

Port Ludlow—Arrived May 26.—Chilean bark Antonietta, from Tocopilla.

Port Los Angeles—Arrived May 25.—Hawaiian steamer Aztec, from Nanaimo.

Seattle — Sailed May 25 — Steamer Roanoke, for Cape Nome; steamer Elihu Thomson, for Cape Nome; steamer Cottage City, for Skagway.

Falmouth—Arrived May 25—German ship Aldebaran, from Portland, Or.

St. Nazaire—Arrived May 23.—German bark Pirate, from Port Blakeley.

Liverpool, May 26.—Arrived May 24.—British bark Kilarney, from Victoria.

Kinsdale—Passed May 25.—British ship Glendoon, from Tacoma, for Queenstown; British bark Cambrian Warrior, from Portland, Or.

Queenstown, May 26.—Arrived—British ship Glendoon, from Tacoma; British bark Cambrian Warrior, from Portland, Or.

Liverpool, May 26—Arrived—German bark Magdalene, from Portland, Or.

Yokohama, May 26.—Arrived May 24.—British steamer Braemar, from Oregon. Sailed, May 25—British ship Queen Adelaide, for Tacoma; British steamer Empress of Japan, from Vancouver.

Cherbourg, May 26.—Sailed—St. Paul, for New York.

New York, May 26.—Sailed—Minneapolis, for London; Invernia, for Liverpool; Phoenicia, for Hamburg.

Yokohama, May 25.—Arrived Previously—City of Rio de Janeiro, from San Francisco, for Hong Kong.

CAUSED POSTPONEMENT.

Planned It All Out for Him on the Millionaire Basis.

She—I have been thinking over our wedding, dear, and our future life.

He—And have you got everything arranged?

She—Everything! You know how methodical I am, and how I like to plan ahead."

He—That's right! I'm glad I'm going to marry a girl like that."

She—And now about the wedding. It will be a church wedding, of course.

He—Oh, certainly.

She—And with regard to the trip. I've been think it all over, dear, and I believe, after all, a few months in Europe will be the best thing we could do.

He (his salary is $2000)—Do you think so?

She—Oh, yes. Then after we get back won't it be nice to pick out a nice, cozy house? So much better than an apartment. I know just what I want.

He—Fine.

She—You might buy one.

He—Of course. That's easy.

She—They are so cheap now. A friend of mine got one the other day—how much did she pay for it? Why, it wasn't more than $20,000.

He—Dirt cheap. Will one be enough?

She—Of course, you goose! We'll need one with a stable, though. And what do you think, dear, shall it be automobiles or horses?

He—Both.

She—I was afraid you might think that too expensive.

He (weakly)—Oh, not at all. I don't mind a little thing like that. How many servants?

She—Well, if we are economical, we can get along with five. And now, dear, there is only one thing more that you can help me with. When shall we have the wedding?

He—Do you really want me to decide that?

She—Yes, I do.

He—Oh, I am not particular. Say about 14 years from today.—Life.

Possibilities in "Jim."

"Why is it," the girl asked, "that the brave boys who are not appreciated at home—who are regarded as black sheep by the rest of the family, and go to war, where they fall while carrying the beloved flag of our country up the rocky slope—why is it that these noble fellows are always named Jim? I have read a hundred poems about them during the last year or two and every one of them was Jim. Is it merely a coincidence, or can there be something in a name, after all?"

"It is not a coincidence," the cynic beside her answered. "It's the name that makes them heroic. Juliet said a rose by any other name would smell as sweet, but Jim by any other name could not have poems written about him. Just think of the possibilities presented by slim, trim, vim, him, brim, grim, dim, whim, rim, glim, limb, not to mention cherubim, seraphim and a lot more long words that could be used in a pinch. Jim is one of the boys that have glory thrust upon them."—Chicago Times-Herald.

Side-Lights.

The man who makes a fool of himself usually turns out a good job.

The average wife knows the prick of conscience is productive of pin money.

A woman who suffers untold agony is an exception to the rule.

As an aid to cutting one's eye-teeth a gold brick is more effective than a rubber ring.

It sometimes happens that a man of resources is one who has ingenious methods of contracting liabilities.

A man learns a good many things from his children until they get old enough to know as little as he does.—Chicago News.

"GREAT NORTHERN FLYER"

"The Most Popular Train Across America."

Solidly vestibuled, palace and tourist sleepers, dining cars (meals a la carte), buffet smoking-library cars.

Leaves Portland daily, 6:00 P. M., for Montana, St. Paul, Minneapolis, Duluth, Chicago and all points East.

For tickets and full information regarding Eastern trip, call at city ticket office, 255 Morrison street.

WORLD OF FINANCE

Stock Market Upset by Big Cotton Failure.

BANK STATEMENT HAD NO WEIGHT

Superabundance of Deposits Still a Feature of Local Situation—The Week's Bank Clearings.

NEW YORK, May 26.—There was no change in conditions in the stock market today. The depressing influence of Thursday's failure continues to overhang the market and to discourage any speculative activity. A large proportion of the day's small business was given over to the stock market. The growing plethora of money was no influence in stimulating speculation. This is because the phenomenon is clearly due to the decreasing activity of trade. In the iron trade, particularly, the further shading of prices and the shutting down of additional mills have resulted in only slight additions to new business.

Dealings in bonds have been small and unimportant. Refunding 2s, when issued, declined ½, and old 4s and 5s ¼ in the bid price. The 2s advanced ¼.

Portland Money Market.

Superabundance of deposits is still a feature of the local situation. The country banks have no apparent need of money, and continue to carry large balances in Portland institutions. Wool is not moving as actively as was expected, and but a few deals were made last week. The mining business, while still good, seems to be taking a rest, and reports from Sumpter indicate that an unusual quiet reigns there. Local banks report that they are doing little business with Sumpter, but feel sure that that transactions in settlement of the failed firm's affairs. The firm of brokers whose buying yesterday was said to represent a transfer of the accounts of the customers of Price, McCormick & Co., was again a conspicuous operator today. These operations represent a re-entry into the market of some customers of the failed firm to whom loans were paid off when their contracts were closed out under the rule of the exchange, or whose commitments are taken over from the suspended firm by other houses. This operation is a sustaining influence on prices, and was especially evident today in Union Pacific. The prevalent belief that the banks which hold the firm's collateral would not throw it on the market for forced sale to liquidate the loans, also served to relieve apprehension to some extent. Authoritative denials of some of the rumors put into circulation of further financial difficulties were an influence towards relieving depression. These factors, it will be observed, were rather negative in character, but they served to keep the market pretty steady.

The sharp rally in cotton was a favorable factor. The shorts covered in Sugar, railroad earnings were reported favorable, and especially those of Hocking Valley and the Atchisons, and the strength of those stocks helped the rest of the market. The closing was nevertheless heavy, at concessions from highest prices.

The bank statement was about as expected, and was without influence on the market. The stock market has been dull all week, and operations have been almost entirely in professional hands. Commission-houses in Wall street are almost deserted, and no orders of importance come to them by mail or telegraph. Several of the professional stock operators whose dealings have been on an extensive scale have joined in the Summer exodus to Europe, and, so far as indications show, have withdrawn from an active share in the dealings in stocks.

With the public out of the market, and the professional trading relegated to operators on a small scale, there has been little to reflect the general conditions of business, except as the dullness is a negative indication of the doubt and confusion regarding the trade outlook. The failure of Price, McCormick & Co. did not cause anything like demoralization in the market, but it had a decidedly unsettling effect on speculation. The confusion and uncertainty caused by this event had the effect of rather increasing the apathy of the market. The failure has not yet been fully cleared up, and the extent of the liabilities is not known. The general impression is that the firm's liabilities will be very heavy, and that the failure will be a very disastrous one to many people who have been connected with the firm in various ways. The failure has had a decidedly unsettling effect on the market, and has served to increase