THREE BIG CARGOES

Oregon Flour, Lumber, Wheat and Beer Going Foreign.

TWO STEAMERS FOR THE FAR EAST

Not a Single Disengaged Grain Ship Between San Diego and Alaska-The Santa Pe's Connections.

Three typical Portland cargoes cleare at the Custom-House yesterday after-poon, the aggregate value of the trio nearly \$300,000. Dodwell's big Oriental liner Monmouthshire carried the largest and most valuable cargo, being ded to her fullest capacity with flour, beer, lumber, etc., for Hong Kong and anese ports, and flour and provisions for Manila. The Pacific Export Lumber Company cleared the big turret steamship Inverness for China and Japan, with cargo of 2,600,000 feet of lumber, and the Portland Flouring Mills Company cleared the German ship Mabel Rickmers for Queenstown or Falmouth for orders, with 115,116 bushels of wheat, valued at \$66,700.

The Monmouthshire was full to the hatches, with flour as usual having the most prominent place on the manifest, there being 27,503 barrels, valued at \$80,733. Of this amount Hong Kong received 18,-286 barrels and also 20,000 pounds of bran, walued at \$125, 50 cases containing 400 gailons of beer, valued at \$387.00 and 49.500 feet of dressed lumber. Yokohama, in addition to 2250 barrels of flour, was scheduled for 500 bales, or 282,045 pounds of paper. For Kobe there were 5000 barrels of flour and two crates of folding beds. Mantla receives 500 barrels of flour, 50 cases of soap and 64 bales of newspa-

Of the cargo of the Inverness, 2008 ties and 1,223,786 feet of rough lumber were for Yinkow, China, and the remainder for Yokohama, Japan. The cargo footed a total of 2,609,551 feet, valued at \$25,-112 58. The fleet will all start down the river this morning, the Inverness and Mabel Rickmers leaving early, and the Monmouthshire following about noon, or as soon as her cargo is all aboard. The steamer has had remarkably good dispatch, as she did not reach Portland until Tuesday morning, and since that time she has discharged about 2000 tons of inward cargo and loaded a full outward

MONEY FOR SEALERS. United States Still Supporting the Canadian Indians.

ough the efforts of Collector of Cur toms A. R. Milne, the residue of the seni-ing claims consequent to the seizures in the Bering Sea several years ago have been settled by the Department of Ma-rine and Fisherica, says the Victoria Colo-nist. In all \$15,300 has arrived here to nist. In all \$14,200 has arrived here to pay off the remaining claims of the scal-ers. Of this over \$13,000 is to be handed over to the Indian Department, who will handle the payment of the Indians—and that amount goes to satisfy the Indian hunters' claims for the illegal seizures by the United States cutters during 1894-5-6. The white scalers received but little over \$1000. These payments will complete the scaling award, and when all the cheques have been awarded over \$300,000 will have been distributed by Collector Milne in settlement of the claims of the

When the award was made by the Bering Sea claims commission, which gat here in 1857, there were many cases that, owing to the fact that the claims were not represented, were overlooked and not provided for. The Collector of Cus-toms brought this fact to the notice of the Department of Marine and Fisheries, and that department authorized him to make an investigation and report on the This investigation several claims. volved no small amount of work, but it completed and forwarded to Ottawa, and now the money has been awarded for the settlement of these

The work of disbursement will be be gun at once. The white sealers will be paid by the collector at the custom-house and the Indian Department will look after the payment of the siwashes. collector has taken precaution, though, to protect the Indians, for no powers of atforney will be recognized, and the money due the Indians will be paid to no mid-dlemen—in fact, to none but the Indian entitled to the award, or, if he be dead, to his established heirs.

The claims would have been long sine settled, but so many of the claims called for investigation, and much analysis of the cases had to be gone into by the collector. To show how thoroughly the claims awarded in the first instance by the commission have been settled, and how wide has been the search for the scalers entitled to recompense, one check is now awaiting a scaler named Jacob-sen at the British Consul at Yokuhama. This man is now engaged in sealing on one of the Japanese-owned schooners sailing out of Hakodate, and the cheque awaits him on his return from the pres ent voyage. Other awards have beer made in South America, in fact in many corners of the globe.

For one man, to whom about \$500 was coming, there was quite a long search and much inquiry from British Consule around the world. Nothing was heard of the man until about a year or so ago he was found by the purest accident in the Bonta Islands. The late scaler is now living among the semi-civilized actives of living among the semi-civilized natives of the islands, which lie some hundreds of miles south of Japan, and every year he gues up to Yokahama-as the oldtime cariboo miners came to Victoria in the early days—to have a little time. He strolled into the office of the British Consul at Yokahama to ask the news, and the talk drifting to scaling matters, the Consul notified him that he had received inquiries from Victoria in regard to him. and told him that a cheque awaited him

"All right," said the ex-scaler; "I'll come up next year and get it. The mo doubt paid the expenses of the next owout at Yokohama.

OLDEST WARSHIP AFLOAT. She Is a Vessel That Fought in the

War of 1812. Of all the ships that sail the seas there's none can match the Polly, says the New York Press. Unlike most Polity, says the New York Press. Unlike most Polity, this one is far from being pretty. She is a little, roly-poly, stub-tood schooner with thick planks, a strong frame and a bilge as as square as a box. What she lacks in beauty and grace she more than makes up in rugged usefulness, and from her great age and remarkable experiences in pence and in war she is famed and loved

along the const of Maine versel affoat that ever carried the American flag in a naval engagement, but she is also the oldest vessel in the American registry, having been built in 1965 at Ames-bury, Mass. Although' M years old, the Polly, barring accidents, is good for many more years of service, and since she has been "hew topped" she looks as good as most of the coasters sating out of Ban-

She is only 61 feet long, 15 feet beam and feet deep, registering 65 tons. She was 6 feet deep, registering & tons. She was built of the best white oak, and the quality of her materials and workmanship is shown in her remarkable state of preser-vation today, after nearly a century of battling with the seas, lumber freights

bartling with the seas, lumber freights and British men-of-war.

It was to the war of 1812 that the Polly won lasting fame as a warrior. She was a privateer, and her log shows that in that war she captured 11 British ships, all much larger than herself. Her guns were few and small, but she had a great crew, not in numbers, but in courage and sesmanship. Once, while her captain my sick in his berth, the Polly's crew contrary to orders, tackled a great British ship, with the result that the Polly was captured, but her master soon retook her, and ever since then (1814) she has sailed under the Stars and Stripes.

Stars and Stripes.

Most of the Polty's original timbers at still in her frame, and considerable of he original planking also remains intact. She is engaged now in coasting between Bangor and Boston, although her master. Captain D. A. McFariand, of Portland, says she is fit to go anywhere.

NO DISENGAGED TONNAGE

Not an Idle Grain Ship on the Pa cific Coast.

For the third or fourth time within the For the third or fourth time within the past six months, there is not a disongaged grain ship on the Pacific Coast between San Diego and Alaska. It has been nearly two months since there was a free ship in Portland, and they have been nearly as rare on Puget Sound, but San Francisco has occasionally had a few which entered with cargo and held off a for down without according to the strength of t few days without accepting the very flat-tering rates which have been offered all through the first half of the year. The last of these free ships, the Musselcratg, was chartered at San Francisco last Thursday, and as nearly everything that is due anywhere on the Coast is under charter, it will be a long time before there will be any more free ships. Rates meanwhile are steadily tending upward, although it is believed that they have about reached the top for the present, as charterers are holding off awaiting develop-

While they are refusing to charter ships at the rates now asked by owners, most of the exporters do not profess to so much hope for lower rates in the near future. Nitrate freights, instead of weakening, are steadily advancing, and a few days ago the British bark Luriei was re-ported chartered at 40s for August load-ing. This is said to be the highest rate ever paid at a nitrate port, and, considering the cheap port expenses of a ship at those ports, and the fact that she is 6000 miles nearer Europe than she would be if loading at a North Pacific port, the old-time differential of its against the northern ports does not seem unreasonable. In other words, if ships are worth 40s at the nitrate ports, they worth nearly 50s up here.

OFF FOR ALASKA. Steamer Columbine Sailed From Se-

attle Yesterday. The United States lighthouse tender Columbine sailed from Seattle yesterday Columbine salled from Seattle yesterday for her annual cruise in Alaskan waters. Beaides her regular complement of offi-cials, she will have aboard two prominent officials of the Thirteenth Lighthouse District. They are Commander W. T. Day, of the Navy, Lighthouse Inspector for the Thirteenth District, and Captain W. C. Langfitt, of the Army, the engineer of the district. They are recommended. of the district. They are going north to make as thorough a study as time will permit of the Southeastern Alaska coast. On this voyage the Columbine will go north and to the westward as far as Dutch Harbor. Heretofore she has con-fined her operations strictly to what is known as the Southeastern Alaska coast. There are no lighthouses anywhere along the Alaska coast, but numerous buoys. These will be thoroughly inspected and where they are not found in good condition new ones will be substituted. During the voyage, also, locations for new buoys may be selected. buoys may be selected.

The Columbine is taking all she can carry in the way of buoys and buoy material, in addition to enough fuel to last her the round trip, which will consume, probably, five or six weeks' time, Cap-tain Edward H. Francis goes as pilot of

CHIEF HICKS RETIRES.

Monmonthshire Will Have a New Engineer on Her Next Trip.

When the Monmouthshire comes back to Portland again there will be a new Hicks, who for 12 years has had charge engines, will leave the vessel at Hong Kong and return to England to enjoy a well-carned rest. Mr. Hicks has never missed a trip in the vessel since has been running on the Portland route, and he has many friends in this port, who will miss his kindly greetings. Captain Kennedy, the new master of the steamer, is very sorry to lose Chief Chief Hicks, for several years' tossing about the world as messmates on the "Shire" has developed quite a bond of friendship between the two men.

SANTA FE'S CONNECTIONS.

Oriental Line Will Be in Charge of Spreckels Company.

SAN FRANCISCO, June 23.-It is re-ported in railroad circles that the Oceanic eamship Company is to be made the exclusive ocean connection of the Santa Fe. that joint agencies will be established at Honolulu and other ports reached by the Oceanic steamers, and that freight and passengers east bound from Australia. New Zealand and Hawaii will, so far as possible, be billed and ticketed through the East over the Santa Fe.

While the officials of the lines men-tioned do not confirm this report, it is not denied that they will soon occupy the same passenger offices in this city

Tides at Astoria. (Week beginning Monday, June 25.)

DAY.	A. M	Height	Р. М.	Height
High water— Menday Tuceday Wednesday Thursday Friday Saturday Low water—	6:21 1:05	9.6	12:12 1:00 1:45 2:25 3:03 3:37	7.0 7.3 7.3 7.4 7.4 7.4
Monday Tureday Wedneeday Thursday Priday Saturday	8:05	1.2 -1.4 -1.4 -1.1 -0.7 -0.7	5:41 6:36 7:35 8:10 8:55 9:28	2.9 2.9 3.0 2.9 2.9 2.9

Domestic and Foreign Ports. ASTORIA, June 21.-Sailed-American barkentine for Melbourne; British ship Argus, for Queenstown or Falmouth, for orders: steamer W. H. Harrison, for Til-lamook. Left up-British back Fifeshire. Condition of the bar at 5 P. M., smooth

Condition of the Bar at s P. M., smooth, wind north, weather clear.
San Francisco, June 22—Arrived—Schooner Dalsy Rowe, from Coos Bay.
Salled—Schooner C. H. Merchant, for Gray's Harbor; steamer Del Norte, for Dortleys ortland.
Port Townsend, June 22.-Arrived-

Barkentine John Smith, from Honolulu. Scattle, June 2.—Sailed—Steamer City of Scattle, for Skngway. Neah Bay.—Passed June 22—Norwegian steamer Tellus, from San Francisco, for

-Arrived June 22.-Japanese teamer Kinshu Maru, from Scattle

Salavaerry.—Salled May 2—Barkentine Charles F. Crocker, for Vancouver. Hamburg. June 21.—Arrived—Steamer Columbia, from New York. Liverpool, June 22.—Arrived—Campania, from New York, Georgian, from Boston. New York, June 22.—Arrived—St. Paul. from Southampton. from Southampton.

New York, June 21.-Arrived-Minneap

a Further Break Testerday-New York Finances-Bank Clearings.

NEW YORK, June 21.—The Saturday short session of the Stock Exchange was a feverish and exciting one, under the domination of much the same influences as for some days past. The boliday in London left the stock market without its accustomed guide to the speculative sen-

BEARS IN CONTROL

of short contracts by the professional bears, who had put out short lines very freely last week and early this week. The motives attributed for some of this selling proved to be but noisy pretense, with the purpose of precipitating further liquidation, and when this became manifest the covering movement checked the decline in prices and gave to the market the appearance of ignoring the reactionary factors which continued in force.

Reports of railroad earnings show a level well above last year, still maintained. But the policy of conservatian in dividend disbursements now avowed by practically all railroad managers, prevented this from having much effect on values.

values.

The outlook in the iron trade is admitted to be more favorable by conservative authorities, the Iron Age voicing the impression that the "opinion is gaining ground now that prices are down pretty close to a basis which will be considered fairly safe by consumers." This encouraging view of the iron market conditions is pairly offset, by the approach of the wage-adjustment period, which has in it the possibility of widespread industrial unsettlement.

TONNAGE EN ROUTE AND IN PORT.

Vessels Chartered or Available for Grain Cargoes From the Northwest.

FOR PORTLAND.								
Sailed	Name.	Flag.	Muster	Tons	From.	Days out	Consignees.	
Feb. 12	Penthesilea	Br. ship	Manson	:1663	London	132	Balfour	
Feb. 14	Deccan	Br. ship	Barrett	1836	Hamburg	120	Moyer, W.	
*******	Alice	Ger, ship	Kuhimann	2062	Japan Honolulu			
*******	Australia	Br. bark		2097	Honolulu			
*******	Genleta	Br. ship	Hearn	1738	Shangha!		***********	
Man t	Leicester Castle Riversdale	Br. ship	Crowest	2009	Shanghai		************	
mar. o	Conway	Br. ship	Griffiths	2058	Hamburg	1111	E. Beker	
May 10	Frankistan	Br. ship	Ward	1776	Shanghai		************	
may 10	Orealla	Br. ship	Atkinson	11250	Number			
June 17	Orealla Rickmer Rickmers	Br. ship	Tyers	1708	Shanghal			
June 2	Dies!	Ger. ship	Baake	1214	Hong Kong	7		
a mark a	Semantha	Ger. ship Br. ship	Leopold	1159	Nagasaki			
	W. J. Pirrie	zir. snip	Crowe	2211	Shanghai	1000	***********	
June 6	Harlech Castle	Br. bark	Jenkins		Shanghal		************	
	Siring	Br. ship Ger. ship	Findley	1502	Honolulu			
900000000	Robert Rickmers	Ger. ahip		1136	Japan		************	
********	Carl	Ger bark	Rubarth	6115	Hiogo			
	Clan Macpherson	Br. ship	Shoemaker	200	Honolulu			
*********	Stform	Non hark	McDonald Ellingsen	1407	Cape Town Honolulu		************	
	Sutherlandshire.	Br. ship	Minksen	1540	Kiao Chou			
	Jupiter	Dan, ship	Punder	1251				
	Marion Lightbody	Br. ship	Cordinar		Sta. Rosalia			
May 26	Nithedale	Br. bark	Steven	1835	Shanghai		************	
	Bowman B. Law	Br. bark		1358	Yokohama	40	************	
	Ardencraig	Br. ship	Cairns		Sta. Rosalla			
	Centurion	Br. ship	Collins		Nagasaki			
	Dalcarnie		Jones	1700	Shanghal	2203		
	Olga	Ger bark	Engel	1340	Shangbai Sta, Rosalia		**************	
	Osterbek	Ger. bark Ger. bark	Gleseke	1510	Kino Chou	2000		
	Port Caledonia	Br. bark	Anton	2246	Sta. Rosalia	1603		
	Dechmont		Elstan	1642				
	Queen Victoria		Hayden	1597	Nagasaki	500		
May 16	Astracana Lucipara	Br. ship	Griffitha	1578	Hamburg	39	Meyer, W.	
May 19	Lucipara	Br. bark	Witt	1779	Hamburg	36	Taylor	
********	Andreta.	Br. ship	Ritche	1635	Yokohama			
********	County Edinburgh	Br. ship	Tode	2070	Shanghai			
********	Europe	Fr. bark	Muller	2070	Grimsby			
*******	Langdale	Br. ship	Hunter	1889	Liverpool		Balfour	
June 16		Br. bark	McDonnell	1999	Hong Kong	24		
	Nomia	Ger, bark	Rowehl	1925	Hong Kong Kiao Chou		Taylor	
May 12	Amiral Courbet La Fontaine	Fr. bark	Conna	1500	Nantes	43	************	
White &	LA Fontame	Fr. bark	Heumond	1739	Santander	79		
*********	mory	Br. ship	Milne	1569	Honolulu			
********	MUSKOKA	Br. bark Fr. bark	Crowe	2250	Shanghat	1		
may 26	Bossuet	Fr. bark		1711	Nantes	29	Taylor	
	C. H. Watjen		Kobbe	11734	Naganaki			
Turne 91	Codera	Br. ship	Hardle	1597	Kino Chou		***********	
June 21	Cedarbank	Br. ship	Robbins	2649	Hong Kong	3	************	
********	Andrada	Br. bark	Adams	2204	Sta. Rosalia		***********	

Total tonnage en route, 100,154 GRAIN TONNAGE IN THE RIVER. Agents or Charterers Name. Gas dock Astoria Astoria Elevator Eppinger Gas dock
Balfour Astoria
P. F. M. Co. Elevator
P. F. M. Co. Elevator
Balfour Memey

May lilLimie Bell Br.
May 21 Nessia Ger.
May 22 Pinmore Br.
May 11 Wendur
June 3 Mabel Rickmers Ger
June 15 Marechal Villiers Pr.
June 21 Fifestaire Br. Br. bark Ger. ship Br. bark Br. ship Ger ship Fr. bark Br. bark 1036 Liverpool 1670 Teintau 2286 Nagasaki 1896 Calcutta 1886 Hiogo 1706 Montevideo 1318 Antwerp Piander Maxwell Nicoll Bandelin Rionald Total tompage in the riv

GRAIN TONNAGE EN ROUTE TO PUGET SOUND.								
Salled	Name.	Fing and rig.	Master.	Tons	From,	Days out	Consignees	
April 19 Jan. 29 Mar. 12 Mar. 11 May 6 April 28 Mar. 14 May 1 April 4 May 1 May 1	imberhorne Carnedd Llewellyn Brussels Wanderer Cabul Glenard Forteviot Henriette Rodenbek Dunreggan	Br. ship Br. ship Br. ship Br. bark Br. bark Br. ship	Stevenson Lever Harris Tupman Tonkin Johnson Turner Gilmour Seeman Hansen Dixon Hashagen Anderson Doty Swan Balfour Melkie Corning Fraser Hunter Pritchard Macfariane Fulton Paterson	1967 1606 1907 2717 1785 2942 1706 1602 1477 1915 1157 1157 1157 1296 2090 2090 2294 1132 1115 1115 1115	London Liverpool Liverpool Shanghai Rotterdam Antwerp Cardiff Hamburg London Liverpool Antwerp London Cardiff Cheefoo Shanghai Hong Kong Sta. Rosalia Yokobama Cardiff Shanghai Sta. Rosalia	146 633 144 1003 86 49 509 951 1015 81 105 81	M., W. & Co M., W. & Co M., W. & Co Robt, Ward Balfour	

Pritchard Macfariane Fulton Paterson

GRAIN TONNAGE ON PUGET SOUND.								
Arrived.	Name.	Flag and rig.	Mnster	Tone	From.	Agents or Charterers.	Berth.	
By I	Mount Stuart Shandon Rhuddian Castle	Br. ship Br. ship Br. ship	Olsen Beard Roberts	129710	Cardiff Cardiff	Balfour Kerr Balfour	Tacoma Tacoma Scattle	

timent of the outside world, with the usual result, that professional room-traders were at sea for a time after the opening. The sentiment observable for some time past among the professionals some time past among the professionals that the merket was oversold gad was due for a rally, was in evidence at the opening, and was reinforced by some obvious nervousness on the part of the shorts. The latter element covered freely in Northern Pacific, and there was a firm tendency in Sugar, the trunk lines and Reading first preferred, which served as points of resistance to weakness.

But the continued demoralization in Brooklyn Rapid Transit upset the con-dence of the bull element, and stocks began to come on the market in large volume. Northern Pacific was carried down over a point from the high level after the opening. Extreme weakness did not become general, the trunk lines holding comparatively firm, and shorts covered in anticipation of the bank state-

The excited advance in wheat here was an influence in the break in stocks. The markets had become quiet and steads when the bank statement appeared and gave a shock to sentiment by the large decrease shown in cash reserves. Estimates based on the official reports of Sub-treasury operations and statements of the movement of currency by express to and from the interior, furnished by banks themselves, had foreshadowed a gain in cash by the banks, after allowing for the gold export during the week of \$1,000,000 or over. Wall street is mystified as to the source of the drain which has depleted the cash reserves of the clearing-house institutions to the extent of \$3,163,-500.

The late break in the market on the bank statement forced some prominent railroad and industrial stocks from 1 to 2 points below inst night's level. National Steel lost 3; Northwestern, 2%, and Brooklyn Transit, 4%. Except for a few

There is an element in Wall street which urges that the market is due for a rally, owing to the existence of a large shortage in wheat, which would b shorage in wheat, which would be obliged to cover at any considerable advance in prices. This element points to the fact that prices of many stocks have receded now below the level touched in the panic of last December and have therefore amply discounted the unfavorable factors in the situation. ble factors in the situation.

he factors in the attuation.

An aggressive leadership, they argue, would precipitate a bear panie. But the buil leader has not come to the front. The continued dribbling of liquidation into the market has shown clearly enough that holders of stocks are inclined to sell rather than to increase their holdings. It is almost the invariable sequence of such a panie as that of last December that prices, after a violent rally on bear covering, during which those who bought covering, during which those who bought to check the panic realize their profits, begin to drift slowly downward again to a point below the panic level.

That phase was noticeable after the December panic, by successful bull ma-nipulation, accompanied by confident predictions, sometimes with semi-official sunction, of liberal dividends on stocks hitherto not sharing in their important profits or large increase on existing dividend rates. Some of the movements in prices thus secured are in large part still maintained although the predicted divi-dends have not been declared. The action of the Northern Pacific directors in re-ducing the amount of dividend has led to the general adoption among railroad authorities of a similar conservative pol-icy. Even where the interest is made, as in the case of Atchison preferred, it has led to so much unfavorable criticism that the stock has falled to benefit in prices. The developments of the week in the wheat markets strengthened the con-viction that there will be a shortage in

Spoints below has hight's level. National Steel lost 3: Northwestern. 2%, and Brooklyn Transit, 4%. Except for a few rallies on covering by room shorts, the market closed weak.

The market has been depressed during the week but the movement of prices has been exceedingly confused and irregular, and the net losses are in most cases more than the extreme declines for the week, owing to some recovery the latter part of the week. The recovery has been due, for the most part, to the covering two the stock market has diminished to insignificance. But the movement of monogy markets and the semiannual settlements to be made July 1 are a growing mource of apprehension in security market circles. Berlin has borrowed heavily on New York capital for some time past, and this has served to increase surplus receives of New York tanks by expanding the cotion crop.

The effect of the Chinese situation on the stock market has diminished to insignificance. But the movement of monogy markets and the semiannual settlements to be made July 1 are a growing mource of apprehension in security market circles. Berlin has borrowed heavily on New York capital for some time past, and this has served to increase surplus receives of New York tanks by expanding the cotion crop.

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ing the reserve requirements. This week Germany has added to her demand for credits a call for building to replenish her own banking reserves in preparation for July 1. The Bank of France also continues to accumulate reserves and to reduce note issues and loans, as though in preparation for a storm. The result has been a stiffening of discounts in London and an advance of one penny an ounce of the Bank of England's price of gold bars and of American eagles. The large disbursements for pensions by the Subtreasury have tided over the situation in New York this week. But the banks have to meet next week a call for £5,000-1000 to be returned to the Treasury, and afterwards the demands incident to preparation for the July 1 interest and divident disbursements, with the prospect of a resumption of interior demand for funds to move the crops. The active speculation in wheat also makes additional demands for loans. There is not much likelihood, however, of a pressure of idle funds to stimulate a singuish stock market.

The bond market has moved irregularity towards a lower plane of prices.

AllPHA'S ARCTIC VOYAGE

STATIST ON RECORD.

SHOPPARKEDEN.

SALPHA'S ARCTIC VOYAGE

STATIST, and it was as she was making the land offered. It lend through had offered it lend through had offered. It lend through had offered it lend through had offered it lend through had offered. It lend through had offered it lend through had offered it lend through had offered. It lend through had offered its lend the hard had offered its lend through had offered

sank Statement Shows Loss of Three

Millions in Cash. NEW YORK, June 23.—The Pinancier says: As foreshadowed in this analysis last week, the loan movement which has been an important and interesting feature of the New York bank statement the ways and the says the for some weeks past has apparently cul-minated. The loan item for the six days just ended remained practicelly station-ary, a slight advance of \$55,900 contrasting with the average expansion of several ary, a slight advance of \$25,900 contrasting with the average expansion of several millions weekly over the recent Spring season. The chief feature of the current statement, however, is the loss of \$2,168.800 in cash, which is also reflected in a decrease of \$4,787,600 in deposits. It had been figured that the loss sustained by the banks on gold export requirements had been practically counterbalanced by interfor receipts, in fact, that the cash totals would show a gain, but the official statement, made on a system of averages, shows otherwise. ns otherwise.

since may a liest, the owner have accessed their cash holdings only nominally while loans have expanded \$17,000,000, and in the deposits of \$15.000,000. The rapid rise of the loan total is generally interpreted to be due to investments in sterling exchange, and some estimates have placed the total of such business at \$100,000,000. It only fair to say, however, that no calculations on this point are to be reited upon.

The anomaly presented in New York within the last week, money lending on call at 1 per cent, whife at the same time gold was being exported to Europe, cannot be expected to continue much longer, Already there is more caution noted in the local market, and an indisposition prevails to make loans over to the end of the year. If the precedents of the past year are of value in forecasting the future, there will be a decline in the loan totals of the banks shortly. This continued flow of money to New York is attracting attention at present, but domestic exchange rates for all banks are headening at the more important financial centers. The circulation of the banks is now \$23.33,180, and is growing, despite the light demand locally for funds.

The weekly bank statement shows the following changes: anomaly presented in New York

Loans, increased 25,000 Specie, decreased 1.991,000 Legal tenders, decreased 1.176,900 Deposits, decreased Circulation, increased The banks now hold \$15,528,850 in excess of requirements of the 25 per cent rule.

Bank Clearings. ink clearings for the principal cities of thwest for the week ending Saturday, une 23, were as follows: Portland. Seattle. Tacoma. \$ 249,007 \$ 438,541 \$ 172,131 \$ 301,296 \$ 476,524 \$ 185,071 \$ 116,585 \$ 316,098 \$ 530,092 \$ 181,875 \$ 201,441 \$ 396,782 \$ 165,111 \$ 216,505 \$ 486,184 \$ 149,47 Totals\$1,695,756 \$2,850,114 \$1,000,977

The clearings for the corresponding weeks in previous years were as follows: Portland. Seattle Tacoma. \$1,620,150 \$1,720,330 \$701,637 1,320,100 \$1,104,897 640,545 1,060,917 402,507 422,008 The clearings yesterday were as follows: Exchanges. Balances. \$216,565 \$ 57,588 149,475 27,812 498,184 181,282 197,422 59,764

Imports and Exports. NEW YORK, June 23.—The imports of specie at the port of New York for the week amounted to \$3,990 in gold, and \$14. er in silver. The exports of specie from the port of New York for the week amounted to \$4.-251,783 in gold, and \$1,655,870 in silver.

Daily Treasury Statement. WASHINGTON, June 23.-Today's state ment of the Trensury balances in the gen-eral fund, exclusive of the \$150,000,000 gold eserve in the division of redemption Available cash balances.......\$149,800,289 iold.....

Money, Exchange, Etc. SAN FRANCISCO, June 21.-Sterling on somdan, 60 days, \$4 85. Sterling on London, sight, \$4 87%. Drufts, sight, 10c. Mexican dollars

DAILY CITY STATISTICS.

Jurs, 481/4949.

Telegraph, 13%c.

Real Estate Transfers. Joseph Hooper to W. T. Jacobson, lots 21, 22, 23, block 22, Mount Ta-bor Villa; June 23 Minnie C. Danmeler and husband to Grace Methodist Episcopal Church, 60x100 Taylor and Thirteenth streets;

GX189 Taylor and Thirteenth streets;
June 2:
Christina Haskell and H. Haskell to
T. T. Burkbart, lots 7, 8, 9 and 10,
section 15, T. 1 S., R. 6 E., containing 146 acres; June 18.
Carrie M. West and husband to Ella
Boyson and Birger Boyson, lot 4,
block 4, Park View; June 9, 4.
Fred Metzger and wife to Howitt
Bross, lots 7 and 8, block 1, Roberts'
addition to Gresbam; also purcel
land, section 15, T. 1 S., R. 2 E.,
January 25
P. H. Mariay to Terrace Heights Real
Estate Co., lot 3, block 6, SeventhStreet Terrace; June 22
Annie Mattern et al. to William McKibben, E. 35 feet, lot 7, block 3,
Goddsmith's addition; June 21. Denths.

June 21, Martin Homerson, age 45 years, St. Vincent's Hospital, peritonitis. June 20, Walter Macmillan, age 47 years, Portland 'Hotel, pneumonia. June 22, Willard Woodcock, age 78 years, June 2, Willard Woodcock, Good Samaritan Hospital, old age. June 21, Mabel A. Hammond, years, 234 Gibbs street, meningitis. June 20, Oscar Skinner, age 68 years, 358 Thirteenth street, mitral insufficiency. Contugious Diseases.

Child of B. A. Wise, age 4 years, 313 Fillamook street, diphtheria. Ambrose Redmond, pesthouse, smallpox. Marriage Lieenses.

John W. German, aged 32, Clatsop
County, and Mrs. Druma Marks, 30; Summerel John, Jr., 21, and Myrtle Roberts,
17; J. H. Lench, 22, and Dora B. Lambert,

Goes to Union. A. C. Strange, who has been the prin-cipal of the South Mount Tabor School for the past year, has accepted the same position with the Union, Eastern Ore-gon, School. This is one of the import-ant schools of Union County, Mr. Strange is a teacher of much experie is a teacher of much experience, having taught at Oregon City and other places. Mr. Bender, who has been principal of the Lents School for the past year, will also go with Mr. Strange. He will have charge of a room in the same building at Union. He is a young man, but has had experience in the prible schools.

The recent trip of the steamer Alpha to Cape Nome was one of the most remarkable on record. Eliminating from the question the legality or lilegality of the steamer's action in landing at Nome, and the fact remains that never before on the Pacific Coast has there been such a daring exhibition of nerve and seamanship as was shown by Captain Otto Buckholts, of the Alpha. The Victoria Colonist prints the following interesting account of the voyage after leaving Dutch Harbor the second time:

"On May 13, after mooring to the pack, waiting and watching the miles and miles of ice, the lookout in the crow's nest on the foremast had given the welcome news that there was a lead. Captain Buckholts followed the open water with his glasses as far as the eye could see, as he had on many a previous occasion on the trip, when the steamer and passengers would have been risked had he made a missoalculation. The lead seemed open, and the bell on the bridge tinkled. The waiting engineers heard the signal and the machinery again begun to move. "The steamer slowly steamed down the river between the great territories of ice, On she went until as night began to "The steamer slowly steamed down the river between the great territories of ice, On she went until, as night began to fall, the channel was noticed to be getting perceptibly smaller. It was but 60 or 70 feet across when the ice was dropped. Captain Buckholts—who has not only his sealing experience, but his aforetime whalling training—thought the packs were of field toe, and reasoned that the steamer was perfectly safe.

of field ice, and reasoned that the steamer was perfectly safe.

"At 1:30 A. M., though, there was a cry, and Captain Buckholtz was awakened from his short sleep. The ice was moving. As he rushed on deck in the dim half light of the Arctic moon, he saw that the unlooked for danger had come. The ice was siding forward, and, to the consternation of all, it was seen to be coming together behind. The far-away rumbling soon became a roar. Something had to be done, and done quickly, to save the steamer and the lives of the 175 passengers who were peacefully sleeping, all

the steamer and the lives of the 175 pas-sengers who were peacefully sleeping, all unconscious of the danger.

"Mr. Vey,' shouted Captain Buck-holts, down the tube to the engine-room, 'crowd on all the steam you've got.'

"The grimy coalpassers, perspiring, al-though the key water was chilling the now brittle from plates until the steamer was like a refrigerator, threw fuel into the furnaces. Steam pressure grew highwas like a refrigerator, three loss the the furnaces. Steam pressure grew high-er as the engines turned over and the propellor swirled faster and faster. "It was a race such as seldom has been

ritnessed—a race against death, and in an awful form. The steamer won, though, and the resper threw down his sickle, but and the resper threw down his sount, out the distance was narrow. As the steamer was making the last few hundred feet her sides all but grazed the ice. She was free, though—and when the breakfast bell come to rang the passengers assembled, some to complain of the tedium of the voyage, and all ignorant of their encounter with the dangers of a few hours before.

"This is but one of the many instances of the adventures of the Alpha in the ice-pack. There were many other incidents and some as equally trying to the nerves. The whole passage was spent in skirt-ing the torn berg edges, and when the open leads of free water were observed, plunging into those which seemed to offer a favorable chance to work northward. To detail the eventful passage, the steamer left Victoria on April 6, Vancouver a day later, and Union on the 8th-a month be-fore any of the American steamers sailed. The voyage to Dutch Harbor was devoid of interest, but there was enough interest from then on to make up for that. The ice pack was first encountered on April 24 in 36 north. 167 west. The ice blink shone above it, and was visible long before the great Arctic floe was seen. The barrier was met with, but Captain Buckhoits, in the hope that the warmer currents might have cut a way through, skirted along the jagged territory of crystals. At times he would be later under the code. would be lying under the see of a monster mountain of ice, then all that barred the way would be a vast acreage of half-sunken ice. The blink-as sailors call the reflection of the sun's rays from the ice-

lowing day, too, the ice was skirted, the meridian being then crossed. The too, she followed the face of the open channel that was safe to follow was seen. The gold fields were behind a bar-rier of heavy field ice that the Russian steamer Ermak would have found hard

"The water tanks were running low, and the loe forbade a further northward move-ment, so the steamer headed back to Dutch Harbor. She followed the face of the ice, and when passing St. George, on May 5, she saw the whaler Koriuk fast in the ice to the north of the island of the seal rookeries. On the 7th the steamer returned to Dutch Harbor, where the Hero was seen and a mail dispatched. Mr. Stadthagen, having had enough of the ice, returned by the Hero. Two days were spent in filling the Alpha's tanks and replenishing her bunkers, and then she again

work to break.

went out to find a way through the ice. A channel was found to the northeast of St. George, and into it the Alpha poked her brow. The cold was intense, and soon the steamer was covered with ice, her masts, rigging, smokestacks, decks, rails, her all, in fact, were sheeted. For some days the cold biast continued, but the way remained clear and the steamer stood afford to wait several days for a tug. for Nunivak Island. At the northeast of the Island the solid pack was encountered.

Reinsurance Advancing. and two miles to the northeast of Nunivak Island the steamer had to anchor. She The night was spent at anchor before

The night was spent at anchor before | que for this port, has been advanced to the floe, and next morning the seeamer | 40 per cent.

she cleared it.

Away to the custward there seemed to be a shimmering channel of green in the be a shimmering channel of green in the scintillating los, and to the eastward the steamer bore. Again the impussable ice intervened and her lines were made fast to a berg. At moon she steamed is miles north, but the heavy fields of the etsmed ice began to close in, and she had to wing back southward to the open.

sea.
All day May 20 and 21 she All day stay 20 and 21 she remained fast, moored to the pack, and at noon on the 23d a lead was sighted, and the steamer hore westward to 8t. Lawrence Island, Nonton Sound being impassable. stamer bore westward to St. Lawrence Island, Noston Sound being impassable. The whaler Jeanette was seen just south of the island. Around St. Lawrence Island there was a heavy field of ice, the pack being the heaviest to the eastward. The passage around the island was, however, completed on the 28d, and on the 28th—the Queen's birthday—the steamer was sailing through an open sea with all colors flying, and with her passengers cheering. The way was now seemingly clear. That night, though, more ice was met, and bergs fifty feet high or more were seen. It was uncless to think of then getting into St. Michael, so once more the steamer bore to the westward, and at 2 A. M. high land was sighted to the northeast. Here, then, was Nome, and next morning the Mecca of the argonauts was reached.

The passengers lost no time in getting above, they was the results on the first seen the contract of the steamer there was no time in getting above.

and next morning the Mecca of the argonauts was reached.

The passengers lost no time in getting
ashore—they would not stop for red tape,
and the cargo was lightered in the rain,
After five days at the digaings the
steamer turned to again find a passage
through the los, with five Nome miners
and their treasure on board. St. Lawrence Island was rounded and there was
no ice, but to the eastward the tell-tale
blink was seen. A passage was found to
the castward, though, and the steamer
steamed south.

It was then that another treasure areasure.

the castward, though, and the steamer steemed south. It was then that another trying encounter with the pack occurred. Captain Buckholtz had eighted a lend bearing down toward Hall Island—the most northerly of the Pribyloffs—and into it the Alpha ran. It was however, a blind lead, and for four long, watchful days the steamer was fast, without an outlet before or behind. All efforts to extricate the iron vessel were unavailing, until at length, after four days' imprisonment, a lead was found to the essward, and the steamer was soon anchored in free the steamer was soon anchored

steamer remained at anchor. She was obliged, however, to weigh her anchor frequently, or one of the swittly pro-pelled masses of ice which sailed before the gale might have struck her too-brittle

plates.
On the 7th she got out of the ice again, and on the 9th steamed through Unimak Pass. Three schooners one being the J. M. McNeil, of San Francisco—wars seen and a steamer bound up, before she went through the pass. From thence to Union and Vancouver was pinin sailing, or rather steaming.

VALUE OF A PULL.

Method of Procedure in Selling Gold Bricks to Uncle Sam.

Few maritime transactions are more ineresting than the story of the yacht En-uirer, says the New York Journal of commerce. She is said to have been bought by Mr. Conners for \$45,000. The Government being in great need of steam vessels a couple of years ago, it occurred to Mr. Connors to try to get \$100,000 from reflection of the sun's rays from the ice—
was almost blinding in its brilliance, and
the whole scene was one of grandeur—
totally unappreciated by the Nome-bound
gold-seekers.

That night a big southeast gale raged,

"That night a big southeast gale raged, or totally unappreciated.

'That night a big southeast gale raged, and the beauties of Nature were still less appreciated.

'On the 26th, St. George, the lower of partment to the War Department to t dergo such sudden changes of value. Mr. Hazel, who got one-quarter of the commission said to have been paid, is not a ship broker, but a useful man in pol-In a continent of fee and unapproachable, the continent of fee and unapproachable. Large quantities of detached ice were also visible. The weather was fine, but cold, and the steamer was surrounded by drift ice. She steamed out of the peck into the free water and followed the south limit of the ice. Next day—the 27th—she was still following the ice; the following day too the ice was skirted the court that he selected Mr. Hazel the selected Mr. Hazel is a learned lawyer. Mr. Connors testistic was still following the ice; the following day too the ice was skirted the as his agent because he was a politician "I wanted to sell the boat," he said, "and I sent for Hazel, and I said, 'John, great floe, and at 1:30 P. M. on the 30th, think you've got a pull enough to sell the sea of old Admiral Behring had been all but crossed—the steamer was within 22 miles of the coast of Siberia, and yet no Mr. Hazel's pull was not quite equal to that price, but he effected the sale and got the \$5000.

POOR TUGBOAT SERVICE.

Queen Elizabeth Delayed Four Days on Puget Sound.

The increased shipping on Puget Sound demands an increase of tugboats, says the Port Townsend Leader. The big ship Queen Elizabeth was delayed here for four days on account of being unable to secure the services of a turboat to take her to sea. After waiting for that length of time for one of the Puget Sound Towboat Company's tugs, and not seeing any immediate prospect of securing one, she was towed to sea last evening by the tug Boyden, which happened to come along. The number of vessels arriving and departing from Puget Sound demands an increase of towboats to keep vessels mov-ing. The addition of the new boat, the Thtooch, to the fleet will help to relieve the situation, but it is self-evident that more boats are needed, as vessels during the present high rates of freight cannot

SAN FRANCISCO, June E.-Reinsur-ance on the overdue schooner Americano, loaded with nitre, and bound from Iqui-



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