HEAD OF THE LIST

Portland Leads All Other Pacific Coast Ports.

WHEAT EXPORTS 14,000,000 BUSHELS

Northwest Metropolis Shipped Over 40 Per Cent of the Entire Amount Cleared From the Coast.

Portland again leads all other ports on the Pacific Coast as a wheat exporting point. The shipments of the Northwestern metropolis for the fiscal year ending June 30, were over 500,000 bushels larger than those of San Francisco, and were nearly double those of the two cities on the Sound—Seattle and Tacoma. Owing to the crop failure in California on the previous season, Portland was enabled last year to show exports greater than the combined shipments of all other Coast ports, but as that year was the worst that California has experienced since early in the "sixties," the comparison was less significant than that which is herewith presented in detail. California's wheat crop last year was a fairly good one, better in fact than that of Oregon and Washington, and yet Portland exporters more than held their own by handling a larger amount of wheat than was handled at any other port on the Coast.

In the accompanying tables, the fleet of vessels from San Francisco exceeds that of Portland, but as many of them carried part cargoes of barley, and general produce, the average wheat cargo carried by the Portland ships was much larger. Flour and wheat shipments which were shipped to San Francisco from the northern ports for re-shipment to foreign or to take the place of California wheat and flour that was shipped, are deducted from the California shipments in order that they will not appear twice in the export figures.

In the figures, flour has been reduced to wheat measure on the basis of 4½ bushels to the barrel.

Portland's remarkable showing with the 1899 wheat crop is highly gratifying to all who feel an interest in this great fresh water port, but it will be eclipsed by the showing that will be made next year, for we are starting the season with the largest carry-over stock on record, and the crop now coming on promises to be very close to the record-breaker of 1897 in proportions. As the Tacoma Ledger once remarked "Portland still ships some wheat."

LAKE SHIPYARDS BUSY.

Work Being Rushed on Many Large-Sized Vessels.

At present the different shipyards along the lakes known as the American shipbuilding yards are rushed with work, which is expected to keep them going at their full capacity until cold weather calls a halt. This work, says a Buffalo dispatch, is mostly on contracts placed some months ago, before the great advance in prices of material occurred. There is no indication that any contracts for new work will be placed at once, and when the present vessels on the stocks are completed there will be a cessation of present activity unless conditions of the market materially change.

"Vesselmen are waiting," said a lake line manager, "for a reduction in the cost of building, which is sure to come when the present rush is over, if not before. It is a well-known fact among vessel-owners that shipbuilders are even now nibbling for contracts on boats to be completed the fore part of next season at a reduction of at least 20 per cent from the present highest price. The lines are not actually forced to build, though nearly all of them feel the need of strengthening their fleets, and they will wait until prices get down to something like a normal condition. Vesselmen confidently expect to be able to place contracts for new vessels at as low a price as they have ever been built for. They do not expect a long wait, either."

There is a general impression that new boats will be added to all the principal lines just so soon as the conditions predicted by this manager are reached. At least two of the big transportation companies with headquarters in Buffalo have their draftsmen at work on plans. But there will be no more small vessels constructed by the big lines. The great success of the Troy and the Buffalo of the Western Transit Company's fleet has fully demonstrated that large boats can be profitably and successfully used in the handling of package freight, and large boats it will be hereafter.

FIRM FREIGHT MARKET.

Ships Scarce and Owners Firm in Their Ideas Regarding Rates.

There has been very little doing in freights for the past week, owners having forced rates up to a point where exporters hesitate to operate. There is nothing offering in the north at less than 45 shillings, and some owners are asking as high as 50 shillings. There is only enough tonnage in sight to load a very small portion of the big crop that is now coming on, but the uncertainty as to how it will move keeps exporters from loading up with ships which may seem very cheap a month or six weeks later. San Francisco is in much the same condition that Portland is regarding ships, that is, she has a big crop and carry-over, and hardly any ships to handle it with. Lumber freights are firm in sympathy with wheat, and late quotations for loading at northern ports are given as follows: Sydney, 52s 6d; Melbourne or Adelaide, 60s@—; Port Pirie, 57s 6d@60s; Fremantle, 70s; Geraldton, 71s 3d; West Coast, 62s 6d@65s; Pisagua range; Callao direct, 62s 6d @65s; Buenos Ayres, 70s@71s 3d; Shanghai, 65s@67s 6d; Kiachow, 70s; Nagasaki, 62s 6d; Port Arthur, 70s; Tien Tsin, 75s; Taku, 70s; New Chwang, 70s; Vladivostock 65s; South Africa, 72s 6d@75s; United Kingdom, 82s 6d@85s.

THE WHALING FLEET.

Tidings From the Ships Are Anxiously Awaited.

SAN FRANCISCO, July 7.—News of the whaling fleet which spent the Winter in the ice is being anxiously awaited in this city. Heretofore the result of the Winter's work, the condition of the men and vessels have always been known here during the month of June. For many seasons the mail was brought out by Captain Hoffman, who now commands the schooner Penelope, and it may be that whoever undertook to succeed him as a mailcarrier has succumbed to the hardships in crossing the ice.

The revenue cutter Bear is now on its way to the cruising grounds of the whalers.

SHIPS ARE SCARCE.

Strength of Tonnage Situation Just Discovered in San Francisco.

SAN FRANCISCO, July 7.—There is a scarcity of wheat ships in this port. Including those now here and on the way, there will not be more than 100 to carry this season's grain crop, which, it is estimated, will be sufficient to load twice that number of vessels. Charters are firm at 40 shillings a ton to the United Kingdom.

Low Water in Willamette.

INDEPENDENCE, Or., July 7.—Unless rain shall fall soon, the river steamers will be obliged to suspend trips this far. There is always plenty of water between Salem and this point, but at the place where the Gypsy was wrecked the deep water is so full of snags as to make it dangerous navigating. The snagboat has not been here this season, and from all appearances she will not be here. The river is about 12 inches above low water and going down rather slowly.

Marine Notes.

The transport Lennox made a good run down the river and crossed out at Astoria yesterday morning less than 12 hours after leaving Portland.

The British bark Fifeshire commenced loading her outward cargo yesterday. She was taking wheat off the lower dock, and it required two of Brown & McCabe's electric conveyors to lift the grain up over her towering rail.

The British ship Wendur crossed out at Astoria yesterday after a stay of but 37 days in the river, during which she discharged the largest cargo of bags that have ever been unloaded at Portland, and then loaded a full outward cargo of wheat.

Tides at Astoria.

Week beginning Monday, July 9.

DAY.	A. M....	Height..	P. M....	Height..
High water—				
Monday	11:14	5.7	10:19	8.2
Tuesday	12:03	6.2	11:09	8.4
Wednesday	12:45	6.7	11:57	8.7
Thursday	....	....	1:28	7.1
Friday	0:44	8.7	2:06	7.6
Saturday	1:31	8.7	2:44	7.8
Sunday	2:20	8.5	3:22	8.2
Low water—				
Monday	4:49	0.6	4:12	4.2
Tuesday	5:38	0.0	5:19	3.9
Wednesday	6:21	0.5	6:14	3.6
Thursday	7:02	0.7	7:02	3.2
Friday	7:43	—0.7	7:51	2.8
Saturday	8:22	—0.6	8:40	2.3
Sunday	9:01	—0.3	9:29	1.9

Domestic and Foreign Ports.

ASTORIA, July 7.—Sailed at 6:40 A. M.—Steamer State of California, for San Francisco; at 7 A. M., United States transport Lennox, for Kobe; at 8 A. M., British ship Wendur, for Queenstown or Falmouth for orders. Condition of the bar at 5 P. M., moderate; wind, northwest; weather, hazy.

San Francisco, July 7.—Arrived—Steamer Titania, from Nanaimo. Sailed—Ship Balclutha, for Port Townsend; steamer Columbia, for Portland.

Seattle—Arrived July 6—United States steamship Iowa, from Tacoma; Japanese steamer Riojun Maru, from Yokohama.

Port Townsend—Arrived July 6—Chilean bark Emma Louisa, from Valparaiso.

Seattle—Arrived July 6—Steamer Queen, from Skagway.

Port Townsend—Sailed July 6—Norwegian bark Fortuna, for Port Pirie.

Port Los Angeles—Sailed July 6—Hawaiian steamer Aztec, for Nanaimo.

Nanaimo—Sailed July 6—Steamer Mineola, for Port Los Angeles.

Callao—Arrived June 24—British bark Conway Castle, from Seattle.

Hong Kong—Arrived June 30—Norwegian steamer Thyra, from Oregon.

New York, July 7.—Arrived—Campania, from Liverpool.

Hamburg—Arrived July 6—Fuerst Bismarck, from New York.

Genoa, July 7.—Arrived—Werra, from New York.

New York, July 7.—Sailed—Marquette, for London; Pottadam, for Rotterdam, via Boulogne; Etruria, for Liverpool; Phoenicia, for Hamburg, via Cherbourg; Trave, for Bremen, via Cherbourg and Southampton.

Sydney, July 2.—Sailed—Alameda, for San Francisco.

Antwerp, July 7.—Sailed—Southwark, for New York.

Havre, July 7.—Sailed—La Bretagne, for New York.

Cherbourg, July 7.—Sailed—St. Paul, from Southampton, for New York.

New York, July 7.—Sailed—Noorde, for Copenhagen.

ENGLISH VIEW OF TROTTING

Why the Sport Is on a Higher Plane in America.

Turf, Field and Farm, June 29.

The leading article in London Field of June 16 is "The Trotting Horse of America." Trotting does not occupy much of a position in England, and we have this explanation: "So far as trotting racing goes we are afraid that many of those who have taken trotting in hand are to be blamed for the non-popularity of the sport. They are no worse than many who are on the turf; but whereas the turf is patronized by royalty and the nobility, trotting has few, if any, persons of acknowledged position to help it upward to a higher platform than it has ever yet held in England." Here in America trotting was put on its feet by men of position, and only those courses are popular which are controlled by men of character. When men of shady reputations take possession of tracks and attempt to give meetings, failure is the result. It was the uplifting influence of men like Robert Bonner, William H. Vanderbilt, Charles Backman, Benjamin F. Tracy, C. J. Hamlin, William Edwards, Henry S. Russell, H. C. McDowell, Leland Stanford, J. Malcolm Forbes, William Russell Allen, Edwin Thorne, Amasa Sprague, N. W. Kittson, E. S. Wadsworth, W. S. Tilton, John L. Mitchell, Frank Work, Richard West, J. C. McFerran, R. S. Veech, John E. Green, Lucas Brodhead, J. P. Wiser, Henry N. Smith, W. A. Sanborn, Henry C. Jewett, H. W. T. Mall, R. L. Howard, Charles M. Pond, Harrison Durkee, Elizur Smith, Edwin Bates, Alden Goldsmith, C. S. Dole, W. T. Withers, K. C. Barker, W. M. Parks, A. B. Darling, George L. Seney, Campbell Brown, L. G. Delano, Arthur J. Caton, C. F. Emery, Jacob Ruppert, Charles H. Kerner, I. V. Baker, Charles M. Reed, George M. Jewett, J. C. Sibley, Hugh J. Grant, William Rockefeller, A. H. Van Brunt, Aymar Van Buren, H. P. Wade, J. D. Willis, L. G. B. Cannon, W. S. Hobart, F. D. Stout, S. D. Kittredge, D. S. Nevins, W. E. Spier, John H. Shults, E. H. Harriman and John E. Thayer that led to the expansion of trotting in this country and gave enormous impetus to breeding. If pains are not taken to keep men of acknowledged position to the front in trotting affairs, we shall continue to chronicle the failure of advertised meetings.

Steel Plant Closed Down.

COLUMBUS, July 7.—A part of the local plant of the National Steel Company has again been closed down, throwing many men out of work. It is said the shut-down is indefinite, the cause being given as "repairs and invoice."

Liverpool, July 7.—Arrived—Georgic, from New York; Lucania, from New York. Sailed, July 6.—Cevic, for New York; July 7, Servia, for New York.

TONNAGE EN ROUTE AND IN PORT.

Vessels Chartered or Available for Grain Cargoes From the Northwest.

FOR PORTLAND.

Sailed....	Name.	Flag and rig.	Master	Tons....	From.	Days out	Consignee.
Feb. 12	Penthesilea	Br. ship	Manson	1663	London	146	Balfour
Feb. 14	Deccan	Br. ship	Barrett	1836	Hamburg	144	Meyer, W.
....	Alice	Ger. ship	Kuhlmann	2062	Japan	....	....
....	Australia	Br. bark	Jones	2097	Honolulu	....	....
July 5	Genista	Br. ship	Hearn	1718	Shanghai	3	....
....	Leicester Castle	Br. ship	Crowest	2009	Shanghai	....	....
Mar. 5	Riversdale	Br. ship	Griffiths	2058	Hamburg	125	E. Baker
....	Conway	Br. ship	Ward	1776	Shanghai	....	....
May 16	Frankistan	Br. ship	Atkinson	1900	Nagasaki	53	....
June 24	Orealla	Br. ship	Tyers	1708	Shanghai	14	....
June 2	Rigel	Ger. ship	Leopold	1789	Nagasaki	36	....
....	Semantha	Br. ship	Crowe	2211	Shanghai	....	....
....	W. J. Pirrie	Br. bark	Jenkins	2516	Shanghai	....	....
....	Sirius	Ger. ship	Behring	1736	Japan	....	....
....	Robert Rickmers	Ger. ship	Rubarth	2174	Hiogo	....	....
....	Carl	Ger bark	Shoemaker	968	Honolulu	....	....
....	Clan Macpherson	Br. ship	McDonald	1586	Honolulu	....	....
....	Stjorn	Nor. bark	Ellingsen	1467	Honolulu	....	....
....	Sutherlandshire	Br. ship	Nicoll	1549	Kiao Chou	....	....
....	Jupiter	Dan. ship	Funder	1651	Tsintau	....	....
....	Marion Lightbody	Br. ship	Cordinar	2043	Sta. Rosalia	....	....
May 26	Nithsdale	Br. bark	Steven	1535	Shanghai	42	....
....	Bowman B. Law	Br. bark	Gullison	1258	Yokohama	....	....
....	Ardencraig	Br. ship	Cairns	1965	Sta. Rosalia	....	....
....	Centurion	Br. ship	Collins	1704	Nagasaki	....	....
....	Dalcarnie	Br. ship	Jones	1769	Shanghai	....	....
....	Olga	Ger. bark	Engel	1340	Sta. Rosalia	....	....
....	Osterbek	Ger. bark	Gieseke	1510	Kiao Chou	....	....
....	Port Caledonia	Br. bark	Anton	2046	Sta. Rosalia	....	....
....	Dechmont	Br. ship	Elstan	1642	Honolulu	....	....
....	Queen Victoria	Br. ship	Hayden	1987	Nagasaki	....	....
May 16	Astracana	Br. ship	Griffiths	1579	Hamburg	53	Meyer, W.
May 19	Lucipara	Br. bark	Witt	1779	Hamburg	50	Taylor
....	Andreta	Br. ship	Ritche	1635	Yokohama	....	....
....	County Edinburgh	Br. ship	Tode	2070	Shanghai	....	....
May 24	Europe	Fr. bark	Muller	2070	Grimsby	45	....
June 26	Langdale	Br. ship	Hunter	1859	Liverpool	12	Balfour
....	Nomia	Ger. bark	Rowehl	[illegible]	Kiao Chou	....	Taylor
May 12	Amiral Courbet	Fr. bark	Conna	1500	Nantes	57	....
April 6	La Fontaine	Fr. bark	Houmond	1739	Santander	93	....
....	...mory	Br. ship	Milne	1569	Honolulu	....	....
....	Muskoka	Br. bark	Crowe	2358	Shanghai	....	....
May 26	Bossuet	Fr. bark	....	1711	Nantes	43	Taylor
....	C. H. Watjen	Ger. ship	Kobbe	1734	Nagasaki	....	....
....	Socotra	Br. ship	Hardie	1597	Kiao Chou	....	....
June 21	Cedarbank	Br. ship	Robbins	2649	Hong Kong	17	....
....	Andrada	Br. bark	Adams	2394	Sta. Rosalia	....	....
....	Eilbek	Ger. bark	Tadern	2220	Antwerp	....	Balfour
....	Inchcape Rock	Br. ship	Porter	1493	Shanghai	....	....
....	Morven	Br. bark	Jones	1997	Acapulco	....	....
....	Pyrenees	Br. bark	Bryce	2165	Shanghai	....	....
....	Altair	Ger. ship	Spille	2392	San Diego	....	....
June 17	Alice	Fr. bark	Durant	1192	Havre	21	....
....	Bertha	Ger. bark	Brunings	2085	Anjer	....	....
....	Hassia	Ger. ship	Schumaker	1829	Hakodate	....	....
....	Otto Gildmeister	Ger. ship	Wilmsen	2000	Yokohama	....	....

Total tonnage en route, 104,638.

GRAIN TONNAGE IN THE RIVER.

Arrived.	Name.	Flag and rig.	Master.	Tons....	From.	Agents or Charterers.	Berth.
May 12	Lizzie Bell	Br. bark	Whelan	1036	Liverpool	Eppinger	Columbia
June 16	Marechal Villiers	Fr. bark	Rionald	1705	Montevideo	P. F. M. Co	Elevator
June 21	Fifeshire	Br. bark	Caddell	1318	Antwerp	Balfour	Mersey
June 6	Harlech Castle	Br. ship	Findley	1802	Honolulu	P. F. M. Co.	Elevator
July 2	Rickmer Rickm	Ger. ship	Baake	1914	Hong Kong	Balfour	Montgome

Total tonnage in port, 7775.

GRAIN TONNAGE EN ROUTE TO PUGET SOUND.

Sailed....	Name.	Flag and rig.	Master.	Tons....	From.	Days out	Consignees.
Mar. 5	Glenogil	Br. ship	Stevenson	2193	London	132	R. P. Rithet
April 19	Carnedd Llewellyn	Br. ship	Harris	1608	Hamburg	77	M., W. & Co.
....	Wanderer	Br. bark	Tonkin	2717	Shanghai	....	....
Mar. 12	Cabul	Br. ship	Johnson	1997	Rotterdam	117	M., W. & Co.
Mar. 31	Glenard	Br. ship	Turner	1786	Antwerp	100	....
May 6	Forteviot	Br. bark	Gilmour	2062	Antwerp	63	....
April 26	Henriette	Ger ship	Seeman	1705	Cardiff	73	M., W. & Co.
Mar. 29	Rodenbek	Ger ship	Hansen	1607	Hamburg	100	....
Mar. 14	Dunreggan	Br. bark	Dixon	1477	London	115	....
May 1	Carl	Ger. ship	Hashagen	1916	Liverpool	69	Robt. Ward
April 4	Linlithgowshire	Br. ship	Anderson	1357	Antwerp	96	Balfour
....	Durham	Br. ship	Doty	1578	Japan	....	....
....	City of Delhi	Br. ship	Swan	1127	London	....	....
May 1	Killmallie	Br. bark	Balfour	1519	Cardiff	69	....
....	Brynhilda	Br. ship	Meikle	1409	Cheefoo	....	....
....	Howard D. Troop	Br. bark	Corning	2080	Shanghai	....	....
....	Queen Margaret	Br. ship	Fraser	1998	Hong Kong	....	....
....	Ben Lee	Br. ship	Hunter	2204	Sta. Rosalia	....	....
....	St. Mary's Bay	Br. bark	Macfarlane	1115	Cardiff	....	....
....	Andromeda	Br. bark	Fulton	1762	Shanghai	....	....
....	Bertha	Br. bark	Alster	1561	San Diego	....	....

Total tonnage en route, 38,977.

GRAIN TONNAGE ON PUGET SOUND.

Arrived.	Name.	Flag and rig.	Master	Tons....	From.	Agents or Charterers.	Berth.
May 9	Rhuddlan Castle	Br. ship	Roberts	1992	Cardiff	Balfour	Seattle
June 22	Imberhorne	Br. ship	Lever	1997	Liverpool	Rithet	Victoria
June 30	Haddon Hall	Br. bark	Pritchard	1333	Yokohama	Kerr	Tacoma

Total tonnage in port, 5322.

CASH HOLDINGS REDUCED

NEW YORK BANKS SHOW A LOSS OF NEARLY $3,000,000.

Loans Decreased Over $5,000,000—New York Stock Market Quiet—Foreign Financial News.

The New York Financier says:

The statement of the New York Clearing-House banks for the week ending July 7 was in direct conflict with all preliminary estimates. Theoretically, the banks should have exhibited a heavy gain in cash, owing to receipts from the interior and Treasury disbursements. Instead of that, however, cash holdings were reduced $2,870,300. There is no explanation as to this falling off, but it is probably true that the July dividend period has confused the averages. It is only fair to infer that the position of the Clearing-House institutions is much stronger than statements indicate, for receipts have been heavy the past few days.

The interesting feature of the week's operations is the decrease in the loan item, the reduction for the week having been $5,578,600. This makes a total decrease of $7,135,900 from the high point reached June 23, and there is reason to believe, if the movements of the past years afford precedent, that the loan total will continue to decrease until well into the Fall season. The contraction of $6,400,300 in deposits is not as large as called for by the other exchanges, but it sets free $1,600,000 heretofore locked up in legal reserve requirements, and this accounts for the falling off of only $1,270,175 in surplus, in the face of an actual loss of $2,870,300 in cash. The future of the money market is rather uncertain. The loaning rate, in view of present conditions of the surplus reserve, is abnormally low, but there is a noticeable tendency to put out only short-time loans.

The expanded loan account can be traced to investments in sterling, and this means that a rise in rates, should one occur, will be met by liquidation of foreign accounts and an import of gold. But so far as being an explanation on this ground, attempts are being made even now to negotiate additional foreign loans. It is also known that within the next few weeks receipts from the Klondike will be transferred to New York. So far as the crop-season demands are concerned, there is absolutely nothing to show money is going West. In fact, the movement is the other way.

The weekly bank statement for five days shows the following changes:

Surplus reserve, decrease	$1,270,175
Loans, decrease	5,578,600
Specie, decrease	*365,700
Legal tender, decrease	504,00
Deposits, decrease	6,400,300
Circulation, increase	67,100

The banks now hold $15,589,200 in excess of the requirements of the 25 per cent rule.

NEW YORK STOCK MARKET.

The Bulls Were Passive and the Bears Timid.

NEW YORK, July 7.—The stock market was in the doldrums this morning, with scarcely enough way on to indicate the direction of price movements. Yesterday's profit movement took all the snap out of the bulls, and the bears are disinclined to renew a campaign in the face of recent indications that holders are unwilling to let go of stocks. The closing of the London Stock Exchange for a holiday added another factor of dullness. There was nothing more than a sluggish drift in prices, in sympathy with the run of special stocks. Missouri Pacific turned heavy on realizing sales. The whole market weakened and fell below last night's prices on the surprisingly weak future of Clearing-House banks. The light volume of selling, in view of this astonishing statement, is striking evidence of the confirmed dullness of the market. The showing is quite inexplicable, in the basis of any known facts, or the evidence of tone of the money market, during the week.

Loan contraction of $5,578,600 seems to show clearly enough that the stock market liquidation in Berlin has been accomplished by the paying off of some of the heavy obligations to the New York money market. What has become of the $2,870,300 of specie and legal tenders which are lost to the banks, there is nothing to show. These institutions have gained nearly $2,000,000 from the Subtreasury, according to the official statements of departments.

Following the statements of leading banks of the currency movement in the interior, the most conservative authorities were led to estimate that the gain in cash for the week would aggregate over $3,000,000. The market closed weak and dull under the influence of the statement. The bond market has moved irregularly, in sympathy with stocks, and there has been little evidence of the expected pressure for reinvestment of July dividends and interest. United States old 4s advanced ⅛, the 4s and 5s ¼, and refunding 2s, when issued, ⅛ in the bid price.

Bank Clearings.

The bank clearings for the principal cities of the Northwest for the week ending Saturday, July 7, were as follows:

	Portland.	Seattle.	Tacoma.
Monday	$ 450,886	$ 706,972	$180,335
Tuesday	335,689	563,861	198,148
Wednesday	Holiday	Holiday	Holiday
Thursday	397,237	820,303	Missing
Friday	343,693	926,534	232,678
Saturday	296,284	783,013	128,752
Totals	$1,832,789	$3,800,773	$739,913

The clearings for the corresponding weeks in previous years were as follows:

	Portland.	Seattle.	Tacoma.
1899	$1,729,668	$1,489,918	$425,171
1898	1,657,454	956,936	565,984
1897	1,048,282	411,891	283,371

The clearings yesterday were as follows:

	Exchanges.	Balances.
Portland	$296,284	$ 47,403
Spokane	172,943	37,475
Tacoma	128,752	10,790
Seattle	783,013	122,600

Another Hopgrowers' Trust.

SANTA ROSA, Cal., July 7.—The California hopgrowers have formed an association, the object of which is to improve the industry, regulate supply and demand, and maintain fair prices. To insure success, the association must secure contracts binding 75 per cent of the hop acreage of the state to abide by its decisions.

German Exports Increasing.

BERLIN, July 7.—The exports from the northern half of Germany fro the fiscal year amounted to $57,134,563, an increase of $8,203,461, of which sum Hamburg has nearly $6,000,000.

Calls for Bank Reports.

WASHINGTON, July 7.—Mr. Dawes, Comptroller of the Currency, has issued a call for reports of the condition of National banks at the close of business Friday, June 29, 1900.

Money, Exchange, Etc.

SAN FRANCISCO, July 7.—Sterling on London, 60 days, $4 84½; sterling on London, sight, $4 87.

LONDON, July 7.—Bar silver, 28 7-16d.

Gold Coming From Australia.

SYDNEY, N. S. W., July 7.—The steamer Alameda sailed from here today with $2,500,000 in gold for San Francisco.

THE HOP SITUATION.

Grower Believes Better Methods of Cultivation Should Be Followed.

Now that another season is upon us and efforts are being made to work out plans for the betterment of prices for hops, a few words as to why best prices are not always obtainable may be in order.

While I subscribed for one share of stock, and consider myself a member of the association, I have never taken any particular interest in it after the meeting that was held last Autumn in the Chamber of Commerce. At that meeting I thought I plainly foresaw the utter failure of the object the association had in view, viz., the raising of prices. Another reason was that the officers who were in control appeared to me to have an idea in their heads that the reason hops were low was owing to the action of the dealers, of whom it was plainly stated that they had sold large blocks of hops and were then forcing the growers to accept low prices. I am truly sorry that matters have turned out as they now stand. I believe a well-organized hopgrowers' association would be of immense benefit to this state. I believe that the hop industry is of vital importance to Oregon. I doubt if there is a state in the Union that can produce finer or choicer hops than Oregon. My observation and my dealings abroad have fully convinced me that our hops are steadily rising in favor. But the depression in the industry, caused largely by overproduction, has had a baneful effect on a large number of our growers. There can be no question but that the low prices prevailing since 1894 has brought a very considerable portion of hopgrowers to the verge of bankruptcy. My individual loss on last year's crop of 50 acres amounts to not less than $2500. I make this statement frankly, simply in order to show just how heavy the loss to the state must be when we take into consideration that Oregon is now easily the first hop-producing state of the Union, and could raise 100,000 bales on the acreage now planted, provided that all the acreage was cultivated as it should be.

I am frequently asked: What is the trouble with Oregon hops, that they sell so low? My answer is this, that we have to compete in an open market with the world; the world wants the best, and the market will pay the highest price for the best goods only; and right here is the place where our hopgrowers' association ought to step in. If the growers club together for mutual benefit, their first work should be to instruct one another on the best methods of cultivation, the best system of drying and curing, and, above all, they should see to it that their product, after they have grown it, is picked clean and put up in a shape that the market wants it. By mutual aid they can easily do this. It is done elsewhere. They should not run into extravagance in paying 4 cents a pound for picking hops when the labor, compared with other country labor, is not worth it, and the price of hops sold on a foreign market will not warrant it. I mention this merely to show the great need of improvement. If we want to keep in the business, we must adopt business methods. We must first grow our hops well, and next we must market them well.

There is no doubt in my mind about the very poor quality of hops that come annually on the market. There are sections in this state that produce thousands of bales of hops, which should never have been set out to vines. It is a mistake to suppose that all the land in Oregon will produce good hops. And it is a still greater mistake to suppose that good hops can be grown with slip-shod cultivation. I hope the Hopgrowers' Association will keep on its feet, and if it will profit by a few of my suggestions and compel the Agricultural College at Corvallis to lend a helping hand in producing for future generations a hop plant, either from seed or cuttings, that shall be suited to our climate, soil and seasons, they will do themselves only justice and make their calling better.

G. POPE.

PACIFIC COAST WHEAT FLEET, SEASON 1899-1900.

Portland Leads All Other Ports With 40.02 Per Cent, San Francisco Next With 38.04 Per Cent, and Puget Sound 21.94 Per Cent.

FROM PORTLAND.

Vessel—	Wheat, Bushels.
Laomene	103,347
Dunreggan	97,503
Semantha	132,054
Natuna	68,020
Bothwell	123,424
Kilmory	90,800
Durbridge	135,122
Muskoka	130,438
The Hahnemann	26,138
Sofala	132,306
*Macduff	78,135
Carl	115,035
Bermuda	146,665
*Powys Castle	107,047
Drumburton	56,396
Amphitrite	96,292
Comliebank	130,830
Garnet Hill	134,223
Ferd. Fischer	90,391
*Lorton	100,800
St. Mungo	118,427
*Forfarshire	101,861
Fulwood	119,833
Kate Thomas	95,600
Blythswood	86,635
Niobe	114,367
Royal Forth	172,029
Crown of England	102,970
*Arctic Stream	122,463
Leyland Brothers	135,782
Adolf	94,430
Crown of Germany	32,467
*Alcinous	122,535
Verajean	114,441
Benicia	11,252
Sierra Miranda	102,228
*Kirkcudbrightshire	118,562
Port Logan	117,200
Inverurie	84,387
Hutton Hall	118,726
Nereide	105,000
Principality	95,453
Wandsbek	100,666
Seestern	74,743
Glenholm	129,100
Edenballymore	100,316
Ancyra	133,570
Hyon	62,726
Galena	126,069
Criffel	74,866
Magdalene	136,141
Clackmannanshire	15,340
Alsterkamp	112,040

Vessel—	Wheat, Bushels.
Scottish Isles	116,710
Craigmore	120,286
Louis Pasteur	95,214
Aldebaran	105,660
Cambrian Warrior	80,582
Nereus	102,907
Haddon Hall	81,292
Colony	95,376
Jules Verne	79,031
Saint Enoch	130,203
Margretha	120,540
Chile	128,583
County of Merioneth	60,520
C. S. Bement	110,465
Gulf Stream	81,562
Belmont	89,759
Donna Francesca	121,616
Beechdale	79,173
Kinfauns	59,500
Samaritan	126,254
Isle of Arran	112,655
Poseidon	95,512
Thornliebank	126,412
*Berwickshire	73,899
William Law	101,852
Inverness-shire	137,338
Najade	101,200
Aspice	112,752
John Cooke	34,383
Sytfid	64,166
Forthbank	76,563
Dovenby Hall	112,743
Allerton	115,607
St. Mirren	118,182
Lydgate	145,706
East African	103,968
Galgate	131,547
Argus	85,392
Nesala	100,550
Pinmore	132,263
Mabel Rickmers	115,115
Total to England and Africa	9,660,228
Wheat to the Orient	134,476
Wheat to San Francisco	312,067
Flour to Orient and other Pacific ports direct and by way of San Francisco, 904,954 bbls., equal	4,072,293
	14,239,064

*All or part cargo of flour included.

FROM TACOMA AND SEATTLE.

Vessel—	Wheat, Bushels.
Puritan	127,211
Arracan	131,140
Forteviot	164,236
Blairgowrie	85,211
Drehna	80,730
Manchester	171,206
Alice A. Leigh	178,566
Drumblair	103,340
*Lady Isabella	93,941
*Queen Victoria	130,806
*Woodburn	71,317
Clan Macpherson	92,498
*Drumlanrig	112,561
Ben Dearg	140,175
Langdale	86,655
Waterloo	100,846
Lamorna	138,503
Ravenscourt	51,791
Glendoon	117,846
Trongate	51,817
Angerona	59,901
Colbert	84,268
Engelhorn	134,440

Vessel—	Wheat, Bushels.
Allegiance	67,446
Stronsa	115,296
Invercylde	90,797
Cumberland	104,371
Conway Castle	83,310
Kir- Arthur	90,275
Holywood	95,865
Chas. Cotesworth	56,473
Achnashie	145,623
Elginshire	124,311
Mount Stewart	67,935
Shandon	79,058
Total	3,648,773
Flour to the Orient direct and by way of San Francisco, 887,928 bbls, equal to	3,995,676
Wheat to the Orient	64,538
Wheat to San Francisco	90,105
Total	7,799,092

*All or part cargo flour included.

FROM SAN FRANCISCO.

Vessel—	Wheat, Bushels.
Crown of India	108,346
Afon Alaw	121,668
Flintshire	69,993
Willscott	123,617
*Moel Eilian	83,466
Roanoke	112,696
Talus	125,320
Ben Lee	37,203
Mario	15,068
Wynford	27,030
Hyderabad	46,800
*Centesima	29,932
Amiral Troude	25,333
Ross-shire	16,210
Ancalos	105,168
Almora	3,250
Touraine	10,118
Glenard	20,508
Marguerite Dollfus	35,478
Flottbek	114,225
Jacques	90,141
*Invercoe	20,235
Bretagne	10,751
Aristomene	11,111
Earl of Dunmore	15,861
Inveramsay	22,493
Dynomene	11,263
Forrest Hall	5,306
Du Guesclin	11,273
Fairport	123,323
Beacon Rock	115,783
British Isles	15,756
*Cambrian Hills	102,791
General de Charette	14,683
Claverdon	11,015
Genevieve Molinos	96,453
Castle Rock	113,685
Port Patrick	101,285
Inversnaid	87,328
Sainte Anne	10,080
Valkyrie	137,650
Europe	15,121
Yola	8,563
Invercauld	23,551
Duchalburn	114,568
Arthur Sewall	11,853
Glenbreck	67,730
Silberhorn	15,063
Pythomene	11,251
Australasia	155,981
William Tillie	109,770
Lord Cairns	76,160
*Gifford	18,000
Auldgirth	93,736
Kelat	101,633
East Indian	105,446
Sierra Blanca	6,690
Montgomeryshire	79,423
Hougomont	145,185
Crown of Scotland	90,253
Seafarer	3,818
Buteshire	111,385
Inverneill	88,400
Otterspool	103,843
Bankleigh	83,578
Cambuskenneth	111,950
Mayfield	132,068
Marguerite Molinos	93,373
Australian	127,289

Vessel—	Wheat, Bushels.
Noemi	111,876
Falls of Afton	109,961
Invermay	89,241
General Neumayer	92,435
Norfolk Island	80,616
Cassard	111,906
Rajore	119,925
Roby	126,814
Schwartzenbek	116,726
*Birma	106,750
Crown of Denmark	114,095
Inverlyon	88,450
Normandie	101,416
Inverlochy	89,966
Matterhorn	109,343
Marechal de Turenne	112,825
Cleomene	93,016
Marie	111,748
Merioneth	77,938
Celtic Monarch	126,595
Aristides	6,173
Kelburn	133,226
Lyderhorn	39,526
Peleus	126,793
Pass of Killiecrankie	105,436
Heathfield	101,956
Paul Isenberg	68,503
Cromdale	111,058
Clan Graham	126,501
Combermere	95,945
Canrobert	92,938
Samoena	119,835
Balasore	152,716
Reliance	134,632
Lynton	139,155
Caithness-shire	102,456
H. F. Glade	103,896
Emilie Galline	96,210
Inveresk	22,511
Clan Galbraith	126,240
Jessomene	112,648
Grande Duchesse Olga	102,736
Dowan Hill	125,795
Martha Roux	95,876
Gladys	82,793
Tinto Hill	121,471
Nile	119,958
Sierra Pedrosa	92,313
Bardowie	129,788
Primrose Hill	127,130
Kensington	101,316
Chiltonford	139,635
Grenada	136,758
Euphrosyne	106,073
Oranasia	154,216
Eaton Hall	97,498
Clan Buchanan	116,686
Marechal Suchet	111,548
Total to Europe, Africa and South America	10,719,048
Flour to Orient, Australia, Honolulu and Central America, less amount received from Portland, Tacoma and Seattle—625,686 barrels, equal to	2,815,587
Total	13,534,635

*All or part cargo of flour included.

LATEST SUMMER TIPPLES.

Delicious Concoctions of New York's "Only Williams."

The "ice-trust cocktail" is here, likewise the "Mamie Taylor," the new drink invented by a party of Washington correspondents, says the New York Herald. Each is "a long, cool drink," but the former is extolled more by the local beverage dispensers. The "Mamie Taylor" is made by squeezing a lime into a tall, thin glass, then throwing in a quantity of cracked ice. Over this a good-sized hooker of Scotch whisky is poured, and then the glass is filled up with ginger ale. At the Capital the "Mamie Taylor" achieved instant popularity. It seems to have superseded completely the gin and whisky rickey and the Scotch highball.

The "ice-trust cocktail" was devised by the "Only William," of Lower Broadway. It is simply creme de menthe and brandy in equal parts, well shaken up with cracked ice and poured into a cocktail glass. This drink made such a hit that he got up the "ice-trust cooler" for those who wanted a long drink. Half a lemon is squeezed into a tall glass (William is constitutionally opposed to limes, for reasons about to be explained), then Rhine wine, sherry and brandy in equal proportions are added, with sugar to taste. The mixture is decorated with fruits in season, such as a couple of strawberries, a slice of pineapple and orange. For ladies, a tablespoonful of ice cream is added.

"Wouldn't that freeze you?" inquires the "Only William," with his most seductive smile.

The two other popular drinks this Summer are the "Zephyr," made of one-third sherry and rum and two-thirds Rhine wine and a teaspoonful of lemon juice, and "June punch," composed of Rhine wine, Moselle and sherry in equal parts, a nip of rum, a dash of brandy and a teaspoonful of champagne.

For ladies, a thirst-quencher that has hit the popular fancy at the Summer resorts is called "Whisper of the Forest." Two long sprigs of mint are put into a high tumbler, finely cracked ice is added, half a lemon squeezed over it, a tablespoonful of powdered sugar, and claret, sherry and rum in equal proportions poured in. When thoroughly mixed with a long-handled spoon, two straws, slightly dampened, are held against the side of the tumbler by capillary attraction, and the concoction is served milady on the veranda.

"The rickey is a dead letter now," declares William. "Limes are all right, but lime juice is deadly in its action on the stomach, if taken too liberally, cutting the lining literally into shreds. Intelligent men who consider the after effects do not drink rickeys except occasionally. As a matter of fact, long-headed men do not drink icy beverages much. You know you can lead a horse to water, but you can't make him drink ice water. Some men have as much horse sense. If we drank cold water, not iced water, we'd all live longer and live better. Our forbears lived longer and looked better at 50 than we do, and they never used ice as we do.

"Horace Greeley said the way to resume is to resume. The way to crush the ice monopoly is to stop using crushed ice. Cool beverages swallowed slowly quench the thirst in your throat and are grateful to your stomach. Iced drinks poured down induce a violent reaction, and do you more harm than good twice over."

Violinist's Dusky Little Admirer.

Buffalo News.

Miss Maud Powell, probably the most able violinist in America, tells a charming little story of one of her triumphs as a musician. She was touring in this country, and one morning was busy at her practicing, working hard at a concerto. It was a hot Summer day, but, engrossed in her music, Miss Powell was oblivious to the heat. Suddenly, through the open French window there stole a little darky child, clad in a few picturesque rags. In broken speech the small intruder begged for a lively tune, that she might dance. Miss Powell started playing a jig, the black baby picked up her rags as though they were ballet skirts and capered vigorously, laughing and showing her gleaming white teeth meantime. Then, apparently overcome with a sudden attack of shyness, the child ran away without saying a word. A few days later Miss Powell, who had forgotten her little visitor, was practicing industriously for a concert. Once more, through the open window, a dusky figure darted in, and, ere the violinist realized the fact, was gone again, leaving behind no trace of her presence except a scepter of rose hollyhocks which she placed shyly on the table. Though Miss Powell has won much praise and applause since those days, perhaps none of her triumphs has given her more real pleasure than the floral offering of this black baby.

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