FINANCE AND TRADE

New York Stock Market an Example of Duliness.

WEEK'S MOVEMENT WAS IRREGULAR

Trading Was Almost Entirely in the Hands of Professionals-Weekly Bank Statement.

NEW YORK, July 14.-The sole interest stiaching to today's stock market was an example of duliness. In that respect it was a true index of the speculative condition, which is one of entire uncer-tainty and lack of conviction. Even the professional traders, who have consti-cuted themselves the champions of certain stocks during the week, were not in evidence, and only small trades be-tween the regular frequenters of the floor were made at any time. Offerings to sell made unduly large inroads on prices, because no one stood ready to buy, and any demand to buy caused a rapid ad-vance, because no one was on hand to seil. Most of the board members were out of town for a holiday, confident that nothing that could occur would induce any sudden activity to develop. Some desultory efforts were made to

advance Union Pacific by making bids for the next dividend on a specified numwill have a capital stock of \$2,000,006, a surplus of \$1,000,000, and undivided assets of \$600,006. The principal reason for the ber of shares at a higher figure than the prevailing dividend rate. But these efforts secured little attention. The market was as a whole lower than last night when the bank statement appeared. There was some little buying then to cover shorts. Sterling exchange was nominal as usual on a Saturday, but the posted rates for demand sterling were advanced Old hands say this was the idlest day they ever knew on the exchange here. Some markets did not even open. Paris, Glasgow and Edinburgh closed. American stocks, which were sold in the first hour by "punters," who were disappointed in profits on a turn, recovered later, when the selling was over.

There was no change in money rates. e cent in response to the rise in London discounts. It is pretty certain that these developments foreshadow an advance in the Bank of Ergiand minimum discount rate, and export of gold from New York

next week.

Prices of stocks are higher again this week, but the movement was very irregular, and the highest prices were not maintained in any case. The movement was practically a duplication of that of last week, and gave every appearance of being almost entirely in professional hands and under manipulation. It is evi-dent that there has been formed a professional buil party, which is considerably more aggressive and commands greater resources than any element that has been

active for some time past.
As the corn carrying roads are benefited by the comfartively favorable results of the Winter-whent crop, the bulls found in that group and especially in Union Pacific the most effective field for manipulation. Here and there in the specialties was found a stock which had advanced easily and brought out little selling. Another matter which disappointed the expectation of the bears was the small effect produced on the money market by the unexpectedly weak bank statement

for the last week.

It was admitted by some of the foreign exchange houses early in the week that they might ship gold by this week's thus making further inroads upon the cash reserves of New York banks. But when steamer day came, the expected shipments were not announced, owing to the fall in foreign discount rates having wiped out all the profit on the transaction. This was a factor in inducing the bears to cover short contracts. It is possible that the United States may have to supply large foreign requirements for gold some time in the Autumn. For the time being the season's receipts of Klond'ke gold are in prospect, for the replenishment of New York bank re-serves, and the actions of the Sub-treasury upon the money market for taking up surplus revenues are unexpectedly light, owing to payments of pensions and premiums on refunded bonds. It is likely, therefore, that small additional inducewould be required to draw gold

from New York for foreign countries.

Bonds have been very little traded in in spite of the ease of money, and prices have changed little in either direction. United States refunding 2s, when issued, and the 2s advanced %, and the old 4s % If J Tiedemann, S F in the bid price.

Bank Clearings.

The bank clearings for the principal cities of the Northwest for the west codes.

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The bank clearings for the principal cities of the Northwest for the west codes. tates refunding 2s, when issued.

The bank clearings for the principal cities of the Northwest for the week ending yesterday were as follows: Portland, Scattle, Tacoma,

were as longwa:	Columbia River Scenery.
Monday Portland. Seattle. Tagoma. Tuesday \$ 370,015 \$1,181,850 \$170,671 Tuesday 452,451 \$78,006 \$179,900 Wednesday 407,054 440,796 237,951 Thursday 309,478 200,720 155,484 Friday 468,844 596,534 148,835 Eaturday 283,002 1,294,222 100,061	Regulator Line steamers, from Oak- street dock, daily, except Sundays, The Dalles, Hood Hiver, Casende Lecks, and return. Call on, or 'fone Agent for further information. THE PERKINS B H Walker, Tacoms J A Cameron, Salem
Total\$2.327.817 \$5.481.527 \$903.062 The dearings for the corresponding weeks in former years were as follows:	L Lanfield, San Fran F.E Williams, Salem Ralph Philbrook, Ho-H.S Knewiton, Cottage, quiam, Wash Grove, Or P J Stadelman, Dalles S M F Kirchelmer,
Portland Seattle Tacoma	Mrs Johnson, Seattle Antelope, Or Tom R Wilson, San Fr J B Eddy, Forest Grv R O'Neil, Salem, Or A W Keady, Corvallis N L Cornellus, Helena J H Ross, Toleda Z M Brown, Prineville Dr A M Danman, Ful- P H Tynan, Prineville

Money, Exchange, Etc. SAN FRANCISCO, July 14.—Sterling on London, 60 days, \$4 86%; sight, \$4 87, Drafts-Sight, 10c; telegraph, 124c. Mexican dollars, 484-245c.

NEW YORK, July 14.- Money on carl, 11/2 per cent; prime mer; inthe paper, 5%,64% per cent; sterling exchange, firm, with actual business in bankers' bills \$4 85% demand, and at \$4 84% 60 days. Posted rates, \$4 85@4 87%. Commercial bills, \$4 83%@4 83%.

Silver certificates, 51% 95%c. Mexican dollars, 65%c.

Bonds-Government, steady; state, inactive; railroad, irregular.

LONDON, July 14.-Money, 11/2 per cent.

Stocks in London. LONDON, July 14.—Close—Atchison, 25%; Canadian Pacific, 21%; Union Pacific preferred, 76; Northern Pacific preferred, 72%; Grand Trunk, 6%; Anaconda, 8; Rand, 39%.

NEW YORK FINANCES.

Banks Show an Increase of Nearly Five Millions. NEW YORK, July 14.-The Pinancier

mays: The interesting feature of the New York clearing-house bank statement for the week ending July 14 is an increase of \$4.781,000 in cash holdings. Of this gain, \$4.786,700 was in the form of specie, two large institutions properties the form of large institutions reporting the entire adfarge institutions reporting the entire ad-dition to the reserve. The statement is more nearly in accord with the known operations of the week than was the pre-vious exhibit, and this leads to the asoperations of the week than was the pre-vious exhibit, and this leads to the as-sumption that the items which did not enter into the statement of July 7, figure in the present one. The items do not correspond with the changes noted. The deposits expanded only \$1.540,200.

almost exactly the same amount that the loans declined. The additions of cash therefore do not figure at all in the deposit item and for this reason the gain in excess reserve was unusually heavy, aggregating \$1,70,925. The surplus now stands at nearly twenty millions, it is not likely that this gain will influence the money market locally, but international conditions are such that a change in prevailing rates would not be surprising. The advance in sterling on July 13 was so sharp, that gold exports were out of the question and with the impending Chinese problem affecting foreign mar-kets, may produce some rather unex-montal results.

The banks here are still gaining from the interior although in smaller vol-ume, and gold reserves from the Klondike and one shipment from Australia. will serve to increase the local money supply soon. The demand for funds is not as urgent as was the case at this season last year, owing to a more moderate volume of business and lessened prices, but conservative opinion inclines to the belief that money must go higher before the close of the Fall season. The opening of the Presidential cam-Braemar Brings Over 5000 paign, now nearly at hand, will be a factor in this respect not to be ignored. The New York banks are adding gradu-

295,800

each. The gain since July, 1899, has been about \$10,000,000.

The banks now hold \$19,990,125 in ex-

cees of the M per cent legal require-

BIG BANKS CONSOLIDATE. Three of Chicago's Oldest Financial

Institutions Will Combine.

CHICAGO, July 14.—Three of Chicago's oldest and largest banking institutions are

to be consolidated. The Corn Exchange

National, the American National and the Fourth Western National are to pool and reorganize under the charter of the Corn

Exchange, retaining its title. President Ernest A. Hammond, of the Corn Ex-change Bank, will be president of the consolidated corporation. The new Corn Exchange National Bank

solidation is that an aggregation of

Poreign Financial News.

NEW YORK, July 14.-The Commercial

Advertiser's London financial cablegram

Old hands say this was the idlest day

The Bank sold £71,000 in French coin and £3000 for export to Roumania.

Exports and Imports.

NEW YORK, July 14.—Imports of specie this week, \$56,553 gold, and \$154,638 silver.

Exports of gold and silver from this port to all countries for this week ag-gregate \$994,418 silver bars and coin, and

\$200 gold. Imports of dry goods and merchandise

were valued at \$11,284,004.

Gold ...

to the port of New York for this week

Daily Treasury Statement.

ment of the Treasury balance in the general fund, exclusive of the \$150,000,000 gold

reserve in the division of redemption,

Available cash balance\$149,345,576

AT THE HOTELS.

Hotel Branswick, Seattle.

European; first class. Rates, 75c and up. One block from depot. Restaurant next door.

Tacoma Hotel, Tacoma.

American plan Rates, \$3 and up.

Donnelly Hotel, Tacoma. European plan. Rates, 50c and up.

69,507,915 8,856,342

WASHINGTON, July 14.-Today's state-

Circulation increase

capital induces business.

changes:

ally to the circulation. One bank has a total of \$5,509,000 outstanding, another \$4,500,000, and three others over \$1,000,000 LARGE SHIPMENT OF TEA FOR EAST

Tons of Freight.

The statement shows the following The Murechal Villiers Clears With Wheat-Morgan City a Total Loss-Surplus reserve, increase\$4,370,925 Marine Notes.

The big Oriental liner Braemar yester-

BIG CARGO OF TEA ploked up alive, much to the astonishment of his rescuers, for he had been in the water just 45 minutes. All this time he had on oil clothes and rubber boots, but being a good swimmer and possessed of a cool head he managed to keep affoat despite his weighty encumbrance.

> PRENCH BARK CLEARS. Marechal Villiers Leaves Tomorrow

With a Big Cargo. The French bark Marechal Villiers, the cheapest ship that will leave Portland in 1960, cleared yesterday for Queenstown or Falmouth for orders, with 111,726 bushels of wheat, valued at \$67,025. She was dispatched by the Portland Flouring Mills, and, like all of the French bountyearners, carries an immense cargo for her registered tonnage. The vessel will leave down tomorrow, and will be followed by the British bark Lizzie Bell, which is still in the stream, with her cargo aboard. day commenced discharging one of the Fifeshire, which left down Friday, largest and most valuable cargoes that has ever been landed in this port. It included a shipment of 27,000 packages of

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	Consignees.
Feb. 12	Penthesilea	Br. ship	Manson	1063	London	153	Balfour
Feb. 13	Deccan	Br. ship	Barrett	1836	Hamburg		Meyer, W.
	Alice	Ger, ship	Kuhlmann	2062	Japan Honolulu		
COURT OF	Australia	Br. bark	Jones	2097	Honolulu		
	Genista	Br. ship	Hearn	1718	Shanghai		ATTENDED
Man 1	Leicester Castle Riversdale	Br. ship	Crowest	2009	Shanghat		************
	Conway	Br. ship	Griffiths Ward	2008	Hamburg		E. Boker
Firme 2	Orealla	Br. ship	Tyers	12000	Shanghai		
	Remantha	Br. ship	Crowe	9911	Shanghai Shanghai	1 25	************
	W. J. Pirrie	Br. bark	Jenkins	2518	Shanghai .		
	Sirius	Ger. ehip	Behring	1716	Japan		
*******	Robert Rickmers	Ger. ahip	Rubarth	2174	Hiogo		
*******	Carl	Ger bark	Shoemaker	958	Honolulu		
*******	Clan Macpherson	Br. ship	McDonald	11586	Honolulu		
*******	Stjorn	Nor. bark	Ellingsen	1467	Honolulu		
	Sutherlandshire	Br. ship	Nicoli		Klao Chou		
	Jupiter	Dan. ship		11661	Tsintau		
*******	Marion Lightbody		Cordinar	[2063	Sta. Rosalia	leere	
	Bowman B. Law	Br. bark	Gullison	1398	Yokohama		
******	Ardencraig Centurion	Br. ship	Calrns	(1969	Sta. Rosalta		
*******	Dalcarnie	Br. ship	Colline		Nagasaki	****	
		Ger. bark	Jones	17700	Shanghai		
******	Osterbek	Ger. bark	Engel	12240	Stn. Hosnin		************
******	Port Caledonia	Br. bark	Anton	1000	Sta Possila		
	Dechmont	Br. ship	Elstan	1642	Honolulu		***************************************
	Queen Victoria	Br. ship	Hayden	1587	Nagasaki		*****************
May H	Astracana	Br. ship	Griffiths	1573	Hamburg	1 60	Meyer W.
fuly (Lucipara		Witt	3779	Antwerp	111	Meyer, W.
	Andreta	Br. ship	Ritche	11635	Antwerp Yokohama		
	County Edinburgh	Br. ship	Tode	2070	Shanghai		************
May 2	Europe	Fr. bark	Muller	2070	Grimsby	52	
June 2	Langdale	Br. ship	Hunter	11889	Liverpool	19	Balfour
	Nomia Amiral Courbet	(Ger. bark		11905	Klao Chou	Sees	Taylor
May 1	Amiral Courbet	Fr. bark	Conna	3500	Nantes	9 64	
April 1	La Fontaine	Fr. hark	Haumond		Santander	2	
	Muskoka	Br. ship	Milne	1559	Honolulu	++++	
Man S	Bossuet	Fr. bark	Crowe	2220	Shanghai	7725	Taylor
miny 2	C. H. Watjen		Weakly		Nantes		
******	Bocotra	Ger. ship Br. ship	Kobbe Hardie		Nagasaki Kina Chan	****	
	Cedarbank	Br. ship	Robbins		Klao Chou Hong Kong	24	
Parise a	Andrada	Br. bark	Adoms	22094	Sta. Rosalia		
	Eilbek	Ger, bark			Antwerp	11111	Balfour
	Incheape Rock	Br. ship	Porter		Shanghat	1	ADMIN THE .
	Morven	Br. bark	Jones	1607	Acapulco	155	
	Pyrenees	Br. bark	Bryce	2165	Acapuloo	1000	
		Ger. ship	Spille	2290	San Diego	1	
June 1	Altair	Ger. ship Fr. bark	Durant	11190	Havre	26	
*******	Bertha	Ger. bark	Brunings	120.65	Anter	.xxx	***********
*******	Hassia	Ger. ship	Schumaker	1820	Hakodate	1	***********
	Otto Gildmeister	Ger, ship	Wilmsen	2006	Yokohama		
Tealer !	William agent Meallimat	The house	William	TH ART	1/21 a were not		Tantar

it is	THE PORTLAND. G W Penwick, Mont C S Ralaton, St Louis	******	Bertha Hassia Otto Gildmeister 7 General Mellipet	Ger. at Ger. at	ark Bruning hip Schuma hip Wilmse rk Yules	ker 1	1820 1000	Anjer Hakoda Yokoha Glasgov	ma	8	Taylor
k.	T Royal Scott, Chigo X Maurer, Chicago Thos J Lane, St Paul G Wetherford, Chigo	T	otal tonnage en rout	e 101 105			-		-	-	
ie:	G G Earle, Indpls Mrs Fraser, Salem, Or	-	our tourings ou rout	the same and			-				
đ,	Enoch Knight, Los C W Frankel, N Y		GR	IAIN TO	NNAGE IN	THE	RI	VER.			
100	Angeles J T Brennan, Canton,O Miss G D Knight, do W F Jacobs, San Fran	-					-			_	
20	Miss G D Knight, do W F Jacobs, San Fran R C Hire & W. St Pl J Lytin, Jefferson, Wia	3-				Tons					
0-	R S Young, Oakland, L M Kellogg, San Pr	Arriv		Fing		0					2
	Cai Miss M D Kellogg, do	- 2	Name.	and rig.	Master.	¥ .	- 3	From.	Char	nts o	
	C V Scott, San Fran P L Waldron & wife,	2		SERVICE EXEC		1.5			Char	eere	100
30	M Sheraistir, Tokio, Honolulu, U.S.A.	- 94				13.1					
18.	Japan J A Sprague, Denver	25.4	10/Y tamin Pall	On heads	(Whelan	1100017	4177		Eppl	-	Stream
r.	Miss Celta Doyle, N Y Adolph Sauer, N Y Mrs idn M Trunkey, N Block & wf, St Jos	Tune	12)Linuie Bell 16:Marechal Villier	ir. bark	Rionald	1036 L		tevideo	P. F.		
of	Chicago R M Hait, Chicago	Tune	21 Fifeshire	Br. bark	Caddell	1318 A			Balfe		Astoria
ie.	H J Woodward, Peoria H Hamburger, San Fr	June		Br. ship	Findley	1802 H					Co. Elevator
B-	1 K Levy J J Buckley, Missoula			Ger, ship	Banke			Kong	Balfe		M'tgome
b-	Mrs R H Warfield, SF N H Lattimer, Scattle			Br. shin	Atkinson	1900 N			Balfe		Mtgome
r-	K S Hamlin, Boston S McLean, Seattle			Ger, ship	Leopold	1799 N			Balfo		Stream
144	T Pollard, San Fran Jas M Hall, Sharps- S E Sinds, San Fran ville, Pa			Br. bark	Steven	1535 8			P. Gr	rain	Co Stream
å	Russell Slade, San Fr D Howard Morris,	-					-	4	-		
162	A Montgomery, do Sharon, Pa	T	otal tonnage in the	river, 12,2	209.						
Es	G Bruce Webster, Ma- Arthur J Helneman, SF	_					_				
0-	ntla iF D Burletgh, N T		GRAIN	TONNAG	E EN RO	UTE	TO	PUGE'	T 50	UND	
la l	J Kragen, San Fran T H Curtis, Astoria	3 100				-					
	Mat Furst, San Fran A E Dangler, Detroit	_ D			1	- 1	H			ğ	
m	J W Gamon, Chicago W R Peyton, Duluth Dr McCullough, Seattl Chas League, Fresno	F.	Annual Control	Flas	w 0.000.000		Tons	- Care		8	
28.	R B Lorimer, St Paul Capt Henry Glass, USN	Salled	Name.	and r	Mast	er.	9	Fron	n.	3	Consignees.
12	Elizabeth Hanson, Ur. Frank B Glass, San Fr			- NO. 1		-	3			9	
A.	bana, Ill Philip Andrews, U.S.N.									E .	
140	T J Tiedemann, S F H R Stanford, U S N	Minn	5 Glenogil	Br. shi	p Stevens	00 15	21.03	London		120	R. P. Rithet
79	Mr & Mrs H J Rich, Paul D Walsh, San Fr	Anril	18 Carnedd Llowelly	n Br shi				Hambur			M. W. A. Co

	S E Slade, San Fran Jas M Hall, Basrps-	July 10	Nithedale Br	bark S	teven	1535	Shan	ghai	P. Grain	Co Stream
	Russell Sinde, San Fr D Howard Morris, A Montgomery, do Sharon, Pa	Tota	al tonnage in the ri	ver. 12,999.						
3	G Bruce Webster, Ma. Arthur J Helneman, SF nila		GRAIN T	ONNAGE	EN E	LOUTE	то	PUGE	T SOUND).
	J Kragen, San Fran T H Curtis, Astoria.	an'			1		IN	122	H	
d	Mat Furst, San Fran A E Dangier, Detroit J W Gamon, Chicago W R Peyton, Duluth Dr McCullourh, Stattl Chas Learne, Fresno	Sailed	April 1970	Flag	100000		Tons.		, in	
И	R B Lorimer, St Paul Capt Henry Glass, USN	8	Name.	and rig	Ma	ster.	9	From	n. ¥	Consignees.
	Elizabeth Hanson, Ur-Frank B Glass, San Fr bana, Ill Philip Andrews, U S N	1							100	
	T J Tiedemann S F H R Stanford U S N	Mar. 5	Glenogil	Br. ship	Steve	naon	1216311	London	1 139	R. P. Rithet
	Mr & Mrs H J Rich, Paul D Waish, San Fr Brigham City C H Jackson, Ky	April 15	Carnedd Llewellyn	Br. ship	Harri	8	1008	Hambu	FE 84	M., W. & Co.
4	R E Tarbet, Colfax Mrs Jackson, Ky	Mar 35	Wanderer	Br. bark Br. ship	Johns	in.		Shangh Rotterd	81	M., W. & Co.
4	C G Jacobs, Oregon C Miss Dunlap, Kan City	Mar. 31	Cabul Glenard	Br. ship	Turn	er.	11786	Antwer	1071	************
3	Dr Grace Albright, P O Zuckerman, S P Salem, Or	May (Forteviot Henriette	Br. bark Ger ship			2962	Antwer Cardiff	p 70	M., W. & Co.
	Columbia River Scenery.	Mar. 20	Rodenbek	Ger ship	Hans		(1602)	Hambu	rg 116	24., W. & CO.
1	Regulator Line steamers, from Oak-		Dunreggan Carl	Br. bark Ger. ship			1477	London Liverpo	120	Robt. Ward
	street dock, daily, except Sundays, The Dalles, Hood River, Cascade Locks,	April 4	Linlithgowshire	Br. ship	Ande		13571.	Antwer	p 100	Balfour
	and return. Call on, or 'fone Agent for	May	Durham Killmallie	Br. ship Br. bark	Doty		1979	Fanan	evan	
ø	further information.	********	Brynhilda	Br. ship	Meik		114(0)	Cardiff	76	
g	B W Walker Tacoms if A Comment Salam	*******	Howard D. Troop Queen Margaret	Br. bark Br. ship	Corni		20801	Shangh	al	
a	B H Walker, Tacoma J A Cameron, Salem L Lanfield, San Fran F E Williams, Salem	********	Ben Lee	Br. ship	Hunt		22044	Hong E	osalia	
혉	cutam. Wash Grove, Or	*******	St. Mary's Bay Andromeda	Br. bark		arlane	1115	Cardiff	lares.	
1	P J Stadelman, Dalles S M F Kircheimer, Mrs Johnson, Seattle Antelope, Or	*******	Bertha	Br. bark		T	1561	San Die	ego	
	Tore D Wilson San Fel I D False Borest Com-	******	Flootbek	Ger. ship	Shoet	maker		Yokoha		
ø	R O'Nell, Salem, Or A W Keady, Corvallis	Tot	al tonnage en route,	39,711.						
	P. O'Neil, Salem, Or A. W. Kendy, Corvallis N. L. Cornellus, Helena, J. H. Ross, Toledo Z. M. Brown, Prineville Dr. A. M. Danman, Ful-	-	GRAI	N TONNA	LGE O	N PEG	er s	OUND.		
4	27 M. Twings Primoville, ton Wash							00,1120		-
N	W.L. Bradshaw, Dalles D. J. Collins, Indp., Or Rev. H. Harris, Cove, Or. T. T. Cane, Forest Gry	Arriv				Tons				
	C R. Mills, Chicago Mrs O A White. Evans- ton, Ill E F Hunter, Chehalis Miss Jessie White, do	7	Name.	Flag	Mante	M 5	177	rom.	Chartere	
	E F Hunter, Chehalis Miss Jessie White, do W H Smith, Eugene Miss Lillian White, do	2.		rie rig-		3			Chartere	Ta.
d	Mrs O B Elsten Astoria A L Johnson, Crete Neb	45000	nitratura d'Albana Chanasta 1994	- white IV		52500		-		
	B D Johnson, Astoria Mrs A L Johnson, do Edgar James Diven, Miss Johnson, do		Rhuddlan Castle B		Roberts		Card		Balfour	Victoria
	city M Jules, Seattle Mrs P Somerville, Ta-		Haddon Hall B	bark F	ritchar			hama	Kerr	Tacoma
ı	Mrs Jules, Seattle coma	Tot	al tonnage in port,	1322				2323		
ı	Mrs J K Wright, La H A Smith, Astoria Granda, Or Geo R Young, San Fr	-			-	-	_			
0	Gra.da, Or B T Bower, Baker C C E Stevens, Tacoma W E Bower, do H Staltze, Chicago	tea, ne	arly all of which w	as for Es	astern	much	of a	record	for Portle	and when the
ĸ.		shipme	nt. New York was	down fo	or 1600					onth of July,
	Mrs H Pfley, Bolse Master Pfley, Bolse R R Keep, Waldron Mrs R R Keep, do E T Mather, NWhatem		res of tea, and Ci	DOM: THE CONTRACT	200	right t	celler	en the	seasons, ti	he showing is
	R R Keep, Waldron L Griffith, N T Mrs R R Keep, do E T Mather, NWhatem		res. The rest of th	Company of the State of the Sta	2235 TS 2011 V	promis	e to	be the	largest e	y shipments
	Miss neep. do T W Potter, Chemawa		was distributed amo			in the	t mo	nth.		
	W W Carlyle, Bakr C Geo T Hume, Oakland		incipal cities of the					1		
	W Weir, Hornbrook, L W Burris, wf & son,		rancisco being down r EE packages. The			A	MERI	OAN T	RADE IN	CHINA.
	V H McChesney, Miss Cox. Boiss		lot of other freight			Conso	****	ton -*	There Min	Companies
	Omeha Lieut R O Scott Third A D-Hinkelbein & wf.	The second second	f shoyu, 106 cases		A TOTAL OF THE PARTY.	1245			The same of the sa	Far East.
	Infancy, Portland San Francisco		ut, and a lot of p			1 10 10 10 10 10 10 10 10 10 10 10 10 10				ls announced
	J J Coggawell, Idaho George Burges, San Fr C V Sargent, Dalles Mrs Briggs, San Fran		urios and miscellan							completed for
	R Green, Snokane E W Reld & wf do	dire.				the me	erging	of th	e busines	s of the ex-
	A McCann, Duluth J A Camerson, Salem	While	e the bulk of the c	argo con	nisted	port h	ounes	of M	lint, Eddy	& Co. and
	A Oumette, Butteville S M Kichheimer An-	of tea,	curios, silk and n	ntting fo	r the	these o	Oncer	ns do	in immen	spany. Both
	Irwin Parkins, Dalles telope		Portland also receive			the far	r East	t. Film	t, Eddy &	Co. are cap-
	Irwin Parkins, Dalles D P Johns, Dalles Ed smith, Dalles Chas H Read, Dufur		ent, included in th			Italized	at	\$3,000,00	00, and th	he American
	Chas Rablin, Sumpter F A Srewer, Duluth W M Robinson, do Chas D Brewer, do		eing 221 bales of gu			Tradin	g Cor	npany	at \$250,000	. The presi-
Ę	O V Alsen, Salem H S Kimster, Forst Gr		oth, 300 mats rice, 4			is Jam	es B	Mores	and Trad	ing Company R. Stevens is
	THE IMPERIAL		ckages merchandise			treasu	rer.	In add	ition to	these gentle-
1	C. W. Enowies, Manager.		tubs shoyu, 107 rol			men, t	he dit	rectors	are: Fred	erick B. Jen-
d	J R Wilson, Tacoma W D Hare, Hillsboro	Packag	res sulphur, 160 pa	CERES C	urios.	nings :	and T	renor	L. Park.	William Ste-

Tot	al tonnage en rou	te, 39,711,	nage (nessections		ACOUST & CARLOTTES	name Janapare	********
	GR	AIN TON	NAGE ON	PUGE	T SOUND.		
Arrived.	Name.	Flag and rig.	Master	Tons	From.	Agents or Charterers.	Berth
June 1	PRhuddlan Castle 2 Imberhorne 6 Haddon Hall	Br. ship Br. ship Br. bark	Roberts Lever Pritchard	1997	Cardiff Liverpool Yokohama	Balfour Rithet Kerr	Tacom Victori Tacom
Tot	al tonnage in por	t, 5322.					12.00

While the bulk of the cargo consisted of tea, curios, silk and matting for the East, Portland also received a liberal consignment, included in the lot for this city being 231 bales of gunnies, 60 bales hop cloth, 300 mats rice, 420 bales hemp, 420 packages merchandise, 101 packages tea, 291 tubs shoyu, 167 rolls matting, 1930 packages sulphur, 160 packages curios, provisions, etc. The slik and some of the tea started East last night, and the rest will follow as fast as it is discharged. The steamer will be ready for outward cargo tomorrow evening, and will load to her fullest capacity.

SAILOR'S NARROW ESCAPE.

Forty-Five Minutes in the Water

C. W. Enowies, Manager.

J. R. Wilson, Tacoma
J. E. Lilly, Sprague
Geo. H. Baker, Goldendale
Mrs. Baker, do
W. Graham Taylor,
Fhiladelphia
G. H. Barber, San Pr
A. L. Kasson, Seattile
J. Campbell, Pt. Blakir,
Mrs. Canmbell, Pt. Blakir,
Mrs. Campbell, Pt. Blakir,
Mrs. Campbell, Pt. Blakir,
Mrs. Campbell, On
H. P. Isaacs, W. W.
Thos. Wies, Sidney,
Australia
Brander, Go.
G. S. Cole, St. Paul
W. H. Dolman, St. Hina,
J. M. Wisner, Jr., U. B.
F. C.
E. Glitner, Salem
Miss. Glitner, Salem
Miss. Glitner, Salem
Otto Glistrap, Euseen
Mrs. J. R. Gerd,
J. W. Bhorte, Hillsboro,
Mrs. J. R. Gerd,
J. W. Breming, Salem
Otto Glistrap, Euseen
Mrs. J. R. Gerd,
J. W. Bhorte, Hillsboro,
Mrs. J. R. Gerd,
J. W. Breming, Salem
Otto Glistrap, Euseen
Mrs. J. B. Gerd,
J. W. Breming, Salem
Otto Glistrap, Euseen
Mrs. J. B. Grans, Salem
Otto Glistrap, Euseen
Mrs. Carre, Gervalis
Mrs. Carre, Gervals
Mrs. Carre, Ger and Is Safely Rescued. In the log of the ship A. J. Fuller, which arrived from the Orient a few which arrived from the Orient a few days ago, says the Beattle Post-Intelligencer, is noted the miraculous escape from drowing at sea of Antonio Barlasa, one of the crew. June 22, at 3 P. M., when in inttitude 43:20 south and longitude 45:50 east, Barlasa fell from the Jibboom overboard. The vessel was then making seven knots an hour. Captain Nichola, with all possible heats. tain Nichols, with all possible haste, reduced his sail and hove the ship to, but it was 15 minutes before he could lower a boat, which was manned by the third mate and two sailors. By this time the unfortunate seaman was a mile thick and fast that the Fuller's officers could not see three lengths of the ship ahead. Reversing, the Fuller sailed back

AMERICAN TRADE IN CHINA.

Consolidation of Two Big Companies Doing Business in the Far East. NEW TORK, July 14.—It is announced that negotiations are about completed for the merging of the business of the export houses of Fiint, Eddy & Co. and the American Trading Company. Both these concerns do an immense business in the far East. Flint, Eddy & Co. are capitalized at \$3,000,000, and the American Trading Company at \$250,000. The president of the American Trading Company is James R. Morse, and W. R. Stevens is treasurer. In addition to these gentlemen, the directors are: Frederick B. Jennings and Trenor L. Park. William Stevens is at the present time a director in Flint, Eddy & Co.

Plint, Eddy & Co. is a corporation with \$3,500,000 capital. It was formed in 1895 and was a consolidation of the long-es-tablished export houses of Flint & Co. and Coombs, Crosby & Eddy. Ulysses D. Eddy is president, Wallace B. Flint secretary, and Henry F. Crosby treasurer.

THE MORGAN CITY.

Efforts to Raise the Wrecked Transport Are Unsuccessful.

The Kobe Chronicle to hand by the Braemar, arriving Friday, has the following regarding the Morgan City, which was wrecked while in the Government service:

'News reached Kobe on the 15th inst. News reached Kobe on the 18th Inst. by which it would seem that the Morgan City is now hopelessly lost. It appears that she broke her shore moorings, and slipped into water 14 fathoms in depth. This is the second accident that has oc-curred. Two or three weeks ago, the chains fastened to the vessel with the the unfortunate seaman was a mile object of raising her as the tide rose, astern. Five minutes later fog settled so thick and fast that the Fuller's officers could not see three lengths of the ship serious, and apparently will effectually ahead. Reversing the Fuller salled back over her course, as near as she could follow it, and in a few minutes had sighted Bariasa hard ahead. He was Morgan City was run ashors to prevent

her sinking after striking on a rock Setember 3. The place chosen for beaching the vessel proved unsuitable, as a few hours afterward she slipped into deeper water. It would now appear that she has slipped altogether off the ledge."

Tides o		Sec.	
		20000000	10
Week beginning			
High water. A. M.	Height.	P. M.	Heigh:
Monday 3:10		4:04	8.4
Tuesday 4:08	-7.5	4:50	8.5
Wednesday 5:10	6.9	5:40	8-5
Thursday 6:29	6.3	6:35	8.6
Friday 7:40	6.0	7:35	8.7
Baturday 5:50	6.0	8:28	8.8
Sunday10:09	6.4	9:37	8.9
Low water. A. M.	Height.		Height
Monday 9:42	0.2	10:21	1.6
Tuenday10:25	0.7	11:21	1.3
Wednesday11:13	1.4	****	499
Thursday 0:26	1.0	12:08	2.1
Friday 1:35	0.7	1:12	2.6
Saturday 2:45	0.3	2:23	2.0
Sunday 3:50	0.2	2:34	3.1

SAN FRANCISCO, July 14.—Advices re-ceived today from St. Michael, Alaska, say the whaling steamer William Baylies was in port with one whale.

The Bowhead and Belvedere had one each, and the Beluga and Karluk onehalf each. The Jeannette and Alexander were clean. Chilean Steamship Wrecked.

Whalers' Light Catches.

NEW YORK, July 14—A dispatch to the Herald from Valparaiso, Chile, says: The Chilean steamship Luis Cousino has been wrecked off Talcahuana. It is be-lieved that 3) of the crew perished, besides the wife and son of the engineer.

Marine Notes.

The steamer State of California was delayed by head winds on her up trip and did not reach Astoria until nearly noon yesterday. She was not delayed long at Astoria, however, and reached Portland shortly after 9 o'clock last evening.

The Ocklahama, which towed the Fife-shire to Astoria, is coming up with a double tow, having both the Rigel and Nithsdale. The bar tug Wallula towed the Rigel across the bay and then turned her over to the Ocklahama.

Domestic and Foreign Ports. ASTORIA, July 14.-Arrived-Steamer Despatch, from Cape Nome; steamer State of California, from San Francisco. Ar-rived down at 3:20 P. M.—British bark Pifeshire. Left up at 2:20 P. M.—Steamer State of California; at 2:40 P. M.—German ship Rigel; at 5:40 P. M., British bark Nithsdale; at 7 P. M., steamer Despatch. Weather clear.

San Francisco, July 14.-Arrived-Steamer Columbia, from Portland; steamer Newburg, from Gray's Harbor; steamer Gotama, from Coos Bay. Sailed-Steamer St. Paul for St. Michael; barkentine Addenda, for Astoria; steamer Monterey, for

Coos Bay.

Dutch Harbor, July 14.—In port—Norwegian steamer, Hero; steamer Rainier;
U. S. S. Lawton, U. S. S. Perry. Nanaimo-Arrived July 12-Steamer Aztec, from Port Los Angeles. Victoria-Arrived July 9-British ship Thistle, from Hong Kong; Norwegian steamer Kvarven, from London.

Olympia, July 14. west for San Pedro. July 14.—Barkentine North-Seattle, July 14.-Arrived-Steamer Al-Ki, from Skagway; steamer Farallon, from Unalaska; steamer Signal, from

New York, July 14 .- Arrived-St. Paul, Liverpool, July 14.-Arrived-Cuffe, from

New York. July 14.—Sailed—Pennsylvania, for Hamburg; Mesaba, for London; Statendam, for Rotterdam; Astoria, for Giasgow; Campania, for Liverpool. Cherbourg, July 14.—Sailed—St. Louis, for New York; Fuerst Bismarck, for New

Antwerp, July 14.-Sailed-Westernland, for New York Liverpool, July 14.—Sailed-Lucania, for New York.

Havre, July 14.—Sailed—La Champagne, for New York. Hong Kong, July 14.—Arrived previously—Algoa, from San Francisco, via Yokohama; Hong Kong Maru, from San Francisco, via Honolulu and Yokohama, London, July 14.-Sailed-Europa, for

New York. July 24.-Arrived-Etruria, from New York, via Queenstown. 14.-Arrived-Ken-Copenhagen, July tucky, from New York.

Hoquiam — Sailed July 12—Schooner Charles R. Wilson, from Aberdeen for San Francisco; steamer Grace Dollar, from Aberdeen for San Francisco, Arrived-Schooner Marion, from San Fran-cisco for Aberdeen.

BLIGHT OF BALDNESS.

Doctor, Wigmaker and Barber Lay Blame to Stiff Hats.

Are you predisposed to baldness? If so says the Weekly Telegraph, don't wear a stiff hat. A doctor, a wigmaker and a barber have said that the stiff hats commonly worn are responsible for the in creasing blight of baldness

The hair, they say, depends for its nutrition on the blood supply that flows in the fine veins running over the scalp. Some of the veins that supply the hair follicles with food come through the skull, but those veins extending up around the outside of the skull are most important. Analogously it is pointed out that if a rose tree were to be bound tightly around the trunk a great deal of nutrition would be cut off from the bark. If, in addition to this, you were to cover the tree with a great big bag and tie the mouth tightly around the trunk, the tree would die. The result of wearing the stiff hat is similar to this. Every time you pull your hat from your head and it comes loose with a jerk you are overcoming the pounds of pressure it is exerting on the skull.

The doctor says it is not all improbable that the increase of baldness is due in great measure to the stiff hat. Particularly is this the case where men wear stiff hats indoors. Any covering which con-fines the head will work havoc with the hair, but the difference in rigidity be tween the sweatband of the stiff hat and that of the soft hat would make the latter preferable for many reasons.

The old cavaliers were great soft hats, and their hair was always long and luxuriant. Women wear their hats high on the crown of their heads, and they are seldom bald. Women wear no hats that bind the scalp, and they are not troubled with their hair. Primitive man did not wear a hat. His hair grew long and thick. Nature gave it to him as a pro-tection from the elements. It shed snow and rain, and it kept his head warm; yet It is in evidence today. Those peoples

remaining nearest the primitive condition give up their hair the slowest. The wig-makers of the world draw their supply of hair from the peasants of Europe. The Eskimo shows how nature still looks to the needs of the primitive man. On the other hand, the negroes of the tropics need less protection than the natives of cold climates, therefore they have less hair.

To preserve his hair, man needs to go back to nature. He needs to use his hair more than he does. He should go without a hat, and particularly without a stiff one. The idea is to give any part of the body work to do if you want to preserve it. Nature weakens in the long run all organs not in healthy use. Women use their hair as it was intended to be used

more than do men. That is the reason why they are seldom bald. Man should follow the example of wom. an in this respect. At any rate, he should not cover his head with a constricting band that prevents ventilation and com-presses the veins of the scalp so that the blood cannot supply the hair roots with nutrities.

WORK CONTRACTED FOR.

in a Highly Prosperous Condition.

by Waldon Fawcett on "The Shipbuilding Yards of the United States." The writer entertains very hopeful views of the future of the shipbuilding industry in the United States, and calculates that the closing three years of the century will equal any decade which intervened between the inaguration of metal ship-building on this side of the Atlantic and the year 1898. He states that new projects are well advanced, which, if com-pleted, will involve an outlay of \$20,000,000 or more, and that American shipbuilders now hold contracts aggregating \$59,000,900, excluding cost of armor and armament. Of this total, \$34,500,000 represents war vessels; the other half represents mercantile vessels, of which \$18,000,000 are on the Atlantic and Pacific Coasts, and \$10,-000,000 on the Great Lakes. The author

"Enumerating all shipbuilding plants of whatsoever magnitude, and whether engaged in the construction of wooden or metal vessels, there are in the United States more than 25 shippards. Of this number, something more than 250 are lo-cated on the Atlantic and Pacific Coasts and the inland rivers, while about 75 are situated on the Great Lakes and the connecting waterways. The total just given, while it includes a number of builders of yachts and small craft of every description, makes no account of engine and botler manufacturers, whose work is almost exclusively of a marine character, although a number of them frequently contract for the construction of vessels. subletting the contract for hull construction. There are 85 of these engine and boiler manufacturers on the Atlantic and Pacific Coasts, and an even greater numer on the Great Lakes.

"That the shipyards of the country are in a generally prosperous condition is indicated by the fact that during the last six months of 1899 and the first four months of 1900 there was only one failure among firms operating plants of any magnitude. On the other hand, a num-ber of shipbuilding establishments which had been closed for some time were re-opened, and there was scarcely one of the ore prominent institutions which did not inaugurate enlargements or improve-ments, these extensions amounting in some instances to a virtual doubling of the capacity of the yard. Most significant of all is the fact that in the interval mentioned there were projected 10 new ship-building corporations, which propose to erect plants entailing outlays ranging all the way from \$500,000 to \$6,000,000. Some of these new projects are already well advanced, and if all are carried out on the lines mapped out, the aggregate expenditure will exceed \$10,000,000.

"The contracts in the hands of the American shipbuilders afford an equally satisfactory showing. There are now building or under contract in the ship-yards of the United States mercantile from Southampton.
Glasgow, July 14.—Arrived—Hibernian, from Boston; Siberian, from Philadelphia.
The property of the United States merchants of the United 000,000. Of this total, the naval vessels building for the United States Navy Department foot up, in round numbers, \$34,500,000; the two Russian war vessels building at the yard of William Cramp & Sons Co., \$5,000,000; the mercantile vessels on the Atlantic and Pacific Coasts, \$18,000,900; ularly about 800 men, and some important the mercantile vessels on the Great work is under way there, including the

Lakes, \$10,000,000; and the mercantile craft on the inland rivers, \$1,500,000.

"Comparing this showing with the volume of business on hand in the early Summer of 1895, we find a distinct gain of \$7,000,000 in the value of contracts, inasmuch as the commissions in the hands of the builders at that time hands of the builders at that time hands of the builders at that time amounted to an approximate \$62,000,000.

That the growth of the industry is, moresels in the inland river yards valued at sincerely hope will be under the auspic \$300,000; mercantile vessels building on the of the same gentlemen. Again thanking lakes, \$3,000,000, and mercantile vessels them for their gifts. building on the Atlantic and Pacific Coasts, \$16,000,000. It will thus be seen that whereas the volume of naval work fell off \$8,000,000, without taking into consideration the Russian contracts, the value of the ships building on the inland rivers was almost doubled; the aggregate of contracts at the Great Lake yards was more than trebled, and the under the supervision of the Department plants on the Atlantic and Pacific Coasts of Agriculture, but has never heretofore show an increase of many per cent in the commissions on their books.

AMERICAN SHIPBUILDING which has attracted a considerable degree of attention during recent years, by reason of the policy of the management to carry out the most approved modern practice in the matter of equipment and the control of the control o its efforts to devise means to expedite the handling of material in every way possible. The shippard, which is located on Hampton Roads—one of the fin-est natural harbors in the world—covers All of the Yards in the Country Are an area of 120 acres, with a mile of waterfront, and represents an expenditure of \$12,000,000.

The yard is provided with two dry docks, the smaller of which is 510 feet long and 130 feet wide on top, 50 feet wide The last number of the Engineering at bottom, with a draft of water over sill Magazine contains an interesting article now nearing completion, is \$27 feet long by Waldon Fawcett on "The Shipbuilding and 162 feet wide on top, 80 feet wide at bottom, with a draft of water over sill of 30 feet.

"The extensive improvement and en-largement of the Cramp yard, which has been in progress for a year or two and which will require fully a year more for its completion will, however, change the plant almost beyond recognition. Some idea of the magnitude of this undertaking may be gained from the fact that whereas the old yard contained but 30 acres, the new will embrace an area of about 50. Two new slips 700 feet long have recently here completed and are new occur. cently been completed and are now oc pled by the largest hulls ever built in the United States.

"The largest shipbuilding plant on the Pacific Coast is that of the Union Iron Works, and it is in many respects the embodiment of the best and most progress ive ideals. The yard embraces, all told, about 30 acres, and includes seven building slips, the arrangement of which, in-sofar as the handling of material is

concerned, is admirable, "The plant of the New York Shipbuild-ing Company, at Camden, N. J., upon the installation of which work was commenced in the Summer of 1899, will cost, when completed, more than \$5,000,000, and will be entitled to rank with any of the

will be entitled to rank with any of the yards previously mentioned.

"Among the other new shipbuilding plants of magnitude now in process of formation is the yard of the Eastern Shipbuilding Company, on the Thames River, at New London, Conn. Connected with the new institution are several shipbuilders of experience, including Messrs. Charles B. Hansoom and William A. Charles R. Hansoom and William A. Fairburn, formerly superintendent and naval architect, respectively, of the Bath Iron Works, of Bath, Me. Vessels of the largest size, merchant and war, will be built. Indeed, the company aiready holds built. Indeed, the company aiready notes the contract for the construction of two vessels for President James J. Hill, of the Great Northern Railway, which will be the largest in the world. These vessels, which will cost \$5,000,000, are to be built for the Pacific trade. They will be \$60 feet in length by 73 feet beam, with seven decks, and it is asserted that they will have a greater tonage than any vessels heretofore built or projected. Other im-portant new shipyards are in contemplation, including a \$1,000,000 plant at New Orleans as an extensive yard near New York city, but as yet they can none of them be said to have passed the preliminary stage.

"A couple of shipbuilding plants which, while possibly in the second class at present, may be expected ere long to take rank with the most prominent firms, are found in the yards of the William R. Trigg Company, at Richmond, Va., and the marine department of the Maryland Steel Co., at Sparrow's Point, Md. Both may rightfully be classed as new plants The yard of the Maryland company was, it is true, originally established it is true, originally established years ago: but not only had it been out of operation for a long period prior to the Autumn of 1888, but the management has, in the interval which has elapsed since the yard was reopened, so modernized the equipment give the plant the semblance of au

entirely new institution.
"The Sparrow's Point Yard employsreg-

Will you kindly give us space in your columns to thank the gentlemen of the parade committee of the Fourth of July celebration for the timepleces given us as mementos of our services in the most over, even greater than evidenced by these figures may be appreciated by a comparison of the sundry items which go to make up each total. The \$62,000,000 of Liberty and Columbia, thank the comworth of work on hand in the Summer | mittee for its kindness, and promise that of 1990 was made up of haval contracts the watches be our timeplece to give us amounting to \$42,000,000; mercantile ves-

MISS SLITER.

Forestry in the Philippines.

Army and Navy Journal.

The Bureau of Forestry of the Philippines has a similar scope to that of the Bureau of Forestry in the United States, re commissions on their books.

"The plant of the Newport News Ship-ilding & Dry Dock Company is one large timber tracts in the islands.

Cure Colds

by keeping your bowels open. CASCARETS will do it without grip or gripe and drive the cold right out of you. Just as soon as you "feel like taking cold" take a CASCARET—there is NOTHING SO GOOD.



A sweet bit of candy medicine, purely vegetable, absolutely harmless, never grip nor gripe. A sale of over 5,000,000 boxes a year—10c, 25c, 50c—proves their great merit. Be sure you get CASCARETS, the only original, genuine Candy Cathartic,

Best for the Bowels

desperatores establication de la companie de la com



TWENTY YEARS OF SUCCESS

In the treatment of chronic diseases, such as liver, kidney and stomach disorders, constipation, diarrhoes, dropsical swellings, Bright's disease, etc. KIDNEY AND URINARY

plaints, painful, difficult, too frequent, milky or dy urine, unnatural discharges, speedily cured. DISEASES OF THE RECTUM

Such as piles, fistula, fissure, ulceration, mucous and bloody discharges, cured without the knife, pain as DISEASES OF MEN

Blood poleon, giest, stricture, unnatural lomes, im-tency, thoroughly cured. No failures. Cures guar-YOUNG MEN troubled with night emissions, dreams, exhausting drains, bashfulness, aversion to society, which deprive you of your manhood, UNFIT YOU FOR BUSINESS OR MARRIAGE.

MIDDLE-AGED MEN who from excesses and strains have lost their MANLY POWER.

POWER.

BLOOD AND SKIN DISEASES, Syphilis, Conorrhoes, painful, bleedy uring, Gleet, Stricture, oularged prostate, Sexual Deblity, Varicoccie, Hydroccie, Kidney and Liver troubles, cured WITHOUT MERCURY AND OTHER POPULY DRUGS. Catarrh and Rheumatism CURED.

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