LAST APRIL SHIP LOADED

THE NAJADE WAS GIVEN VERY QUICK DISPATCH.

Had Been in the River but Thirteen Days—Abergeldie Ashore—Marine Notes.

With but little wheat selling and a comparatively small amount of tonnage to be filled, it might be supposed that quick dispatch for a ship was over for the season. This theory is disproved in an emphatic manner by the experience of the German ship Najade, which arrived in the river 13 days ago. The vessel finished loading yesterday morning, and went out into the stream, and is again ready for sea, all inside of a scant fortnight after arrival in the river. The Najade was loaded by Girven & Eyre, and will probably be the last ship of the April fleet, although it is possible that the Aspice may come in at the close. The Invernesshire, which finished several days ago, left down yesterday morning, and the William Law, which has been at Astoria since last week, crossed out yesterday, en route for the United Kingdom. The Allerton is still at Astoria, holding down the disengaged spot tonnage list. She will probably be fixed within the next few days.

The rates for wheat ships from the Coast continue very firm, and in San Francisco 40 shillings was paid Tuesday for the Chiltonford, a vessel of 2198 tons net register. This charter left but one wheat ship in the Bay City on the free list, except the Oranazia, previously mentioned as not ready for wheat business.

ABERGELDIE ASHORE.

Oriental Liner Reported Aground in Yokohama Harbor.

Merchants' Exchange advices from Kobe yesterday report the steamer Abergeldie aground in Kobe harbor. It was stated that the vessel would need to be lightered, and it was thought that she would come off at high tide. To all appearances the steamer was uninjured. The Abergeldie is one of Dodwell & Co.'s regular liners, and sailed from Portland March 25. A considerable portion of her outward cargo was for Yokohama, and as this was discharged before she reached Kobe, it is supposed that she was set ashore during thick weather or a gale.

The Sunken Andelana.

TACOMA, Wash., April 26.—It is rumored that another attempt is to be made to raise the sunken ship Andelana, which capsized January 13, 1899. Just how or what means will be taken to raise the ship is not stated, and as no new appliances have reached the city, it is hard to conjecture whether or not the new attempt will meet with any more success than have the three attempts in the past. Since the ship sank, three attempts, involving $15,000, have been made, to raise her, with the net result of salving one of her anchors and about 40 fathoms of cable.

The seafaring men are generally of the opinion that she will never be raised, as the great depth of water she lays in—230 feet—makes it impossible for a diver to operate on her; and as she lays right in the mouth of the Puyallup River, the many freshets that have taken place since she sank must have imbedded her deeply in the sand and mud from the river's current.

The Walters wrecking outfit is still anchored in the vicinity of the wreck; though since Diver Baldwin lost his life attempting to reach the wreck they have done nothing toward raising her.

Ran the Rapids.

The river steamer Albany successfully ran over the Three-Mile rapids near The Dalles yesterday, and demonstrated that a boat of light draught can make the run up to Big Eddy. Captain Johnson, who was at the wheel, expected a difficult time, but he was agreeably disappointed, for the boat went over without the slightest mishap. The experiment is an important one, as the Paul Mohr Company, which is building the portage road, has about 30 carloads of rails that they will now be enabled to take up entirely by water.

Notice to Mariners.

Notice is hereby given that on April 15 Hunter's Shoal buoy, No. 0, a red, first-class spar, was established in 20 feet of water, as a guide in the newly dredged channel over Walker Island bar. Ahles Point post light, N. E., Hunter's Point post light, W. ½ N., Sandy Island (E. tangent), N. N. W., ¼ W.

By order of the lighthouse board,

E. D. TAUSSIG,
Commander, U. S. N., Inspector Thirteenth Lighthouse District.

Marine Notes.

The British bark Haddon Hall, dispatched from this city by G. W. McNear with the first full cargo of wheat that ever left the United States for the Orient, has arrived out at Yokohama. She reached the Japanese port Thursday after a slow passage of 70 days.

The steamer Albany reached The Dalles in good shape Thursday evening, but at latest advices had not succeeded in getting into the Big Eddy. Before leaving Portland her owners demanded a bond for her return in good order, and unless she can make the ascent without cracking something, Captain Johnston will probably keep her on the right side of the rapids.

Domestic and Foreign Ports.

ASTORIA, April 27.—Sailed—British ship William Law, for Queenstown or Falmouth, for orders; steamer W. H. Harrison, for Tillamook. Condition of the bar at 5 P. M., smooth; wind north; weather cloudy.

San Pedro, April 27.—Arrived—Steamer W. H. Kruger, from Tillamook.

Redondo, Cal., April 27.—Arrived—Schooner LaGironda, from Gray's Harbor.

San Francisco, April 27.—Sailed—Barkentine Arago, for Columbia River; ship C. T. Sargent, for Tacoma; barkentine Gardiner City, for Coos Bay; bark Agate, for Bristol Bay. Arrived April 26—Steamer Newberg, from Gray's Harbor. Arrived April 27—Steamer Queen, from Victoria.

Moville, April 27.—Sailed—Ethiopia, from Glasgow, for New York; Parisian, from Liverpool, for Halifax.

Brisbane, April 27. — Sailed — Aorangi, for Vancouver.

Liverpool, April 27.—Sailed—Cevic, for New York.

Cherbourg, April 27.—Sailed—Kaiser Friederich, from Hamburg, for New York.

Seattle, April 27.—Sailed—Kaiser Golden Gate, for Bristol Bay.

Nagasaki, April 27.—Arrived in port April 5, British ship Frankistan, for Oregon.

Beachy Head, April 27.—Passed out April 26—German ship Henrietta, Hamburg, for Puget Sound.

Montevideo, April 27.—Sailed March 25—French bark Marechal Villiers, for Portland.

Liverpool, April 27.—Arrived—Rhynland, from Philadelphia.

London, April 27.—Arrived—Menominee, from New York.

Queenstown, April 27.—Arrived—Steamer Campania, from New York, for Liverpool, and proceeded.

New York, April 27.—Arrived—Lucania, from Liverpool.

Farewell to Rev. and Mrs. Farquhar.

The members of the congregation of the Hassalo-Street Congregational Church, Holladay's Addition, gave Rev. and Mrs. R. W. Farquhar, the retiring pastor and wife, a farewell reception last evening in the church. There were many of the members of the church present, and many of the neighboring churches were represented. Rev. A. W. Ackerman, Rev. Robert McLean, Rev. A. G. Taggart, Rev. John Flinn, from other churches, were present to bid the departing pastor and wife Godspeed on their long journey across the continent and ocean. They leave Monday next for Scotland. They will go to Chicago and New York, and sail the 19th of May. The church parts with them with regret. At the reception last evening, Mr. and Mrs. Farquhar stood near the main entrance and took all by the hand in the last farewell. Professor Wilder was present with his fine orchestra, and discoursed music during the evening. His magnificent harp, the work of his designing, attracted much attention. Refreshments were served in the church parlors. The tables were most handsomely decorated for the occasion. The auditorium was decorated with evergreens and flowers. Rev. and Mrs. Farquhar were made to feel that, though they were taking their leave from the congregation, they were still kindly remembered by the people. Mr. Farquhar will hold his final services at the Hassalo-Street Church tomorrow. His successor has not yet been selected.

STRIKE MAY BE EXTENDED

All Railway Telegraphers East of Mississippi May Be Involved.

CHICAGO, April 27.—The Chronicle says: A committee representing the striking Southern Railroad operators has been in Chicago several days conferring with prominent members of the Order of Railway Telegraphers regarding sympathetic action to help the Southerners win. A number of secret meetings have been held. At these conferences the question of a sympathetic strike has been received warmly. Incidentally the operators have been asked to contribute to the support of the men on the Southern road now out, and yesterday it was said that a large sum would be obtained here for that purpose.

According to a report, a sympathetic strike may be ordered on all important railway systems east of the Mississippi River. The committee representing the strikers will, it is said, visit St. Louis, Pittsburg, Buffalo, Philadelphia, Baltimore, New York and other important railroad centers to work up similar sentiment for the Southern men. Already it is said the telegraph operators on the Baltimore & Ohio, Pittsburg & Lake Erie and Pittsburg & Western have made demands for increases in wages from 10 to 20 per cent.

Members of the Order of Railway Telegraphers say this is the first strike of importance ever authorized by the order, and the men are determined that it shall succeed, as the life or death of the organization depends upon the result. More than 47,000 railway telegraphers in the United States are members of the order.

HOTEL ARRIVALS.

THE PORTLAND.

John O Blanchard, S F
D Goodman, San Fran
G McFarland, Butte
Mrs G O McFarland, do
H Jacoby, N Y
S R Schwartz, N Y
Geo A Booneer, Chgo
H Engels, San Fran
Bertram Orde, Chicago
Dan Levy, New York
Arthur A Brownlee, do
I L Fletcher, San Fr
F S Harmon, Tacoma
G C Elliott, Victoria
Mr & Mrs D E Brown, Hong Kong
Robt Kerr, Montreal
I A Nadeau, Seattle
W I Ewart, St Paul
Harrison G Foster, Tacoma
Otto Menser, Shanghai
F Dodwell, Tacoma
B Whealer, Tacoma
F W Williams, San Fr
R J Jose, San Fran
F H Moon & son, Wis
S M Seeligsohn, S F
Ed N Camp, Chicago
J G Woodworth, Seattle
W J Footner, St Paul
F W Maughan, Spokn
G M Barber, Chicago
Mrs Barber, Chicago
Miss Carroll Barber, do
Miss Louise Barber, do
W H West, New York
S B Ricoby, Manager West's Minstrels
Carroll Johnson & wf, New York
F F Miles & w, Omaha
Miss A D Goeckler, New Haven, Conn
W L Vinson & wife, Sumpter, Or
Harry W Hahn, Cleveland
F W Bradley, San Fr
H W Aldis, New York
J W Gootz, New York
Samuel Goldstone & w, Cottonwood, Ia
Miss Anna Binnard, Lewiston
J E Tennessee, San F
Chas Lyman, Coshocton, N Y
W E Carter, Boston
A Spitzel, Dawson
Mrs I A Nadeau, Seattl
Madolin Nadeau, do
May Frida Nadeau, do
Wm Watterworth & w, Ingersoll, Ont
Miss Maude Watterworth, Ingersoll, Ont
Mrs Etta Taylor, do
W L Connolly, Chicago
E C Morrison, San Fr
H M Drew, Boston
Thomas Doyle, Tacoma
Mrs J McKay, Bakr C
Miss Nieberger, Cleveland, O
Geo Spaugenberg, Denver, Colo
George N Waterbury, West's Minstrels
E M Waterbury, do
Edw Kelly, San Fran
B R Rice, city
Mrs Nellie Bergman, Seattle
E M O'Brien, Chicago
Fred Wild, Jr, Denver
F L Matthes, Pittsburg
J C Andrew, La Fayette, Ill
Mrs Arthur Carson, London, Eng
T H Wymonde, do
Geo H Strout, N Y
Geo S Dillman, San Fr
D C Ralston, St Louis
L J Hazen, San Fran
H J Ottenheimer, S F
Geo Wm Gray, Salem
Ray L Fairchild, S F
F F Baggerly, Chicago
H C Baggerly, Chicago
O G Leslie, Shanghai
Fredk W Mulkey, city
H B Jones, San Fran
Mrs C P Kindleberger, San Francisco
Fred Dawson, Albany
H D Dietrick, New Yrk
John Wood, city
A G Jacobs, Oregon Cy
H S Reinstein, San Fr
Jas Morrow, St Paul
Thos Godwin, San Fr
T Royal Scott, Chicago
C E White, Phila
F S Doernbecher, Chehalis, Wash
Mrs Frank Adams, Tacoma
S C Thompson, St Paul
Thos S Davis, San Fr
Mrs J S Wilson, Kan C
L G Briggs, Quincy
Geo H George, Astoria
S E Elmore, Astoria

THE PERKINS.

John Milan, Hillsboro
J A Carter, Kalama
John Smith, Kalama
E C Patton, Salem
M T Kady, Salem
A W Wilson, Salem
John B Rogers, San Fr
R McCall, Houlton, Or
W H Cone, Jr, Cincinn
A McFarland, San Fr
T R McIntyre, San Fr
Mrs J D Hogan, Colfax, Wash
J J Jones, Cottage Grv
Chas T Early, Viento
Mrs Chas T Early, do
Ray Early, Viento, Or
J V Hale, Roseburg
Mrs J V Hale, do
W Lord, The Dalles
Mrs M G Frapce, Newberg, Or
A J Shrum, Grade
Mrs E L Smith, Silverton, Or
Mrs E L Smith, do
Mrs Gleason, Silverton
Geo W Loosey, Klamath, Or
Mrs G W Loosey, do
W Kalnomish, do
Geo Dunall, do
Prim Weeks, do
James Petts, Denver
E V Homeyer, Seattle
Miss Bell Kellogg, Kalama, Wash
W M Ridpath, Spokn
H J Kresley, Spokane
Geo W Campbell, Seattle
P J Glanz, Ft Canby
Mrs P J Glanz, do
Francis Glanz, do
Harry Glanz, do
Alex Gravel, Moro, Or
Maude Gravel, Moro
Mrs L Baldwin, Hood River
R R Erwin, Hood Rivr
G J Farley, Dalles
Mrs J Givine, Salem
A J McVittie, Omaha
J H Robbins, McCoy
F Jones, Oregon City
G B Richmond, Seattle
W H Becker, Seattle
A H Kuhn, Hoquiam
Thos Devine, Hoquiam
O H Fithian, Chicago
D W Ward, M D, Sumpter, Or
Howard Edwards, Forest Grove
Mrs W P Ely, Kelso
J O Watts, Eugene
Emil Mayer, St Louis
Dr A C Seely, Mo
H L Halladay, Hoquiam, Wash
John Scott, St Helens
N H Sitton, Carlton
Mrs N H Sitton, do
W F Slaughter, StHlns
Miss Bessie Rose, Red Lodge, Mont
John Mickelson, St Pl
Dan Chandell, Chicago
Mrs D Chandell, do
N R Streeter, Rochestr
Thos F Bayles, Omaha
C G Branch, St Joe
A McGuire, W Superior
C M Smith, Iowa
Mrs C M Smith, do
Rosa B Smith, do
F J Smith, do
Kent Nelson, Fargo
H J Russell, San Fr
P J Goodman, Astoria
Fred Bowler, Astoria
P Cohn, Silverton, Or

THE IMPERIAL.

C. W. Knowles, Manager.

J W Klippel, Medford
A T Van De Vanter, Seattle
Chas G Weber, Seattle
Miss Penrose, Phila
L F Anderson, W W
Mrs Fosty, Spokane
Paul Williams, Duluth
Herman Wise, Astoria
John H Smith, Astoria
Geo J Mohler, city
Geo A Lenz, Ohio
L Holmes, Chicago
Mrs Holmes, Chicago
L Gordon, Agt "Passion Play"
Mrs Gordon, do
B S Whitaker, Denver
Mrs Whitaker, Denver
Herbert Whitaker, do
Mrs C S West, Bridal Veil, Or
T J Van Outeren, Oakland, Cal
S G Hoffman, S F
B S Carnegie, Salt Lk
Mrs Carnegie, do
Harry May, Astoria
M Pereiron, Denver
Robt Forbes, Aberdeen
B D Kimball, Dayton, Wash
Leopold F Schmidt, Olympia
Henry Schupp, do
W G Jones, Cal
Mrs Jones, Cal
Dr W H Wadsworth, Ukiah
Mrs Wadsworth, Ukiah
L Gignan, Seattle
Jas W Lusk, Omaha
W E Banker, Los Angl
G L Korthaner, Whatcom
Mrs A H Holzman, Astoria
Miss M Kingsbury, do

THE ST. CHARLES.

W Beebe, St Louis
Mrs Mason, St Louis
Capt O Galbreath, do
W F Smith, St Louis
F A Reynolds, Wasco
A Wilson, Wasco
Stella Smelts, Wasco
Jenny Weist, Wasco
Ben S Olson, Astoria
Matt Clark, Astoria
J Nelson, Stella
J Collins, Stella
W H King, Stella
R A Snider, Lyle, Wn
J Blakeney, Dalles
J Foleo, city
C J Anderson, city
C B Kernan, Stella
J B Yeon, Cathlamet
W W Filkins & wf, do
W B Decatur, Mount Vernon
W J Burke, do
Eddie Horan, do
Louis F Patsey, do
C R LeGrand, Stella
Col L Michaels, Stella
J Betts, Stella
J Garland, West's Minstrels
J Whalen, do
Fred Warren, do
J H McEwen, Perry
C A Robertson, Perry
F Robinson, Perry
A Rantin, Perry
C A Anderson, Perry
T J Lyman, Perry
E H Skeen, Libby
T H Maddron, Dalles
David Wilkie, Dalles
Herman Schmitt, do
F M Fales, Fales' Ldg
Grace Buckman, do
G A Hazen, Wasco
M M Hazen, Wasco
F Wiggin, Oak Point
F F Carey, Salem
F Lambert, St Paul
J Duggan, St Paul
P H Nevill, Skamokawa
N F Stran, Kelso

Hotel Donnelly, Tacoma.
European plan; headquarters for commercial men. Chilberg's restaurant in connection.

RATES FOR MONEY ARE LOW

AN ABUNDANCE OF GOLD AND CURRENCY.

Heavy Reductions in Iron and Steel Products—Weekly Trade Reviews—Bank Clearings.

NEW YORK, April 27.—R. G. Dun & Co.'s weekly review of trade tomorrow will say:

Gold begins to go abroad and prices of iron products break sharply in the same week. Four months of the new year have passed, and business does not so expand as to need the large increase of circulation which the new monetary bill had permitted, nor enough to sustain all the extraordinary advance in prices last year. The abundance of gold and of currency, and the large disbursements by the Treasury in exchange of bonds, have rendered rates for money unusually low for the season here, while rare industrial and speculative activity in Europe, with the war in South Africa, have tended to make money dearer abroad. So new gold from Alaska answers the loss of supply from the Transvaal and America, building up in credits abroad a breastwork against prostration in future here as in the past, caused by the troubles in Europe.

The reaction in prices came where it was expected least, in the industry more fully organized than any other to check competition, and in the branch which through contracts covering rod making and other machinery, and through patents, seemed more fully controlled than any other.

Reductions of $20 per ton in wire nails, barbed wire and galvanized fence, and $18 in smooth wire, showed that no control can afford to hold prices so high as to check consumption. In a week, the prices of iron products have declined 5.86 per cent, and since February 7, 10.3 per cent. As the wire and nail prices have been relatively the highest, others in the iron and steel industry can be expected to fall in like measure. But pig iron is weaker. No. 1 local coke at Chicago, is $22 50, and Southern pig is also lower.

Plates and bars can be obtained for about 1.8 cents in good contracts both at the East and at Pittsburg. The proposed advance in sheets to 3.6 cents has not been attempted, and nail mills which have gained much by selling at 7 cents per keg below wire nails, will now lower prices also. The stoppage of a dozen wire and nail mills, besides rod bills at Joliet, and another mill of the National Steel Company, indicate some change in the actual demand. In the minor metals, the only change has been in tin, which declined rather sharply to $29 75 in sympathy with lower London quotations. The tendency toward lower prices is strengthened by the idea that overproduction may appear in other places. Wool is not changed in quotations, though some sales of fair amount are reported at such prices as 31 cents for Ohio XX and 55 cents for clothing, territory cleaned, but manufacturers are not disposed to do anything, and the West asks prices which dealers will not pay. Demand for woolen goods is small, except for staples which are steady, because well sold up, prices are not encouraging.

Shipments of boots and shoes from the East in four weeks have been 306,223 cases, against 339,498 last year, 304,061 cases in 1898, and less in any other year. New business bears no proportion to the present output, and the number of works which are closed or running part time is increasing. Manufacturers realize that this is a result of prices asked, and of slow retail distribution, and long stocks remaining on hand, but claim that lower prices cannot be made without loss. Business in sole leather is reported fair, and prices do not yield, but upper leather is dull.

The produce market is inactive, though wheat yielded a fraction. Exports continue larger than a year ago, Atlantic exports of wheat in four weeks, flour included, having been 8,069,567 bushels, against 8,017,485 bushels last year, and Pacific exports 2,725,196, against 1,373,822 bushels last year.

Failures for the week, 204 in the United States, against 184 last year, and 22 in Canada, against 23 last year.

BRADSTREET'S FINANCIAL.

Stock Market Dull and Professional in Character.

NEW YORK, April 27.—Bradstreet's financial review tomorrow will say:

The unsettling developments in wire and steel stocks and in other stock subsided only to leave the market dull, apathetic and entirely professional in character. A large short interest was also created, and the railroad stock list up to Wednesday exhibited quite as much pressure from that source as from the liquidation of long holdings. The public apparently has been frightened by the performances of the industrials and somewhat exaggerated acts of the less favorable steel and other industries, and commission houses were much more inactive than for some weeks past.

London also was influenced unfavorably as to Americans, partly by the events here and partly by the increasing firmness of its own money market, and divided its reduced participation in the market here between buying and selling, probably taking on balance slightly more stocks than it sold. The prospect of gold exports served as a theme for discussion, but even the announcement that $500,000 worth of specie would be shipped abroad Thursday did not have any particular effect, while the subsequent decline of exchange ends fear of a large gold outflow for this week, at least.

The ease in money and its prospective continuance, further favorable railroad earnings and accounts of conditions which pointed to the modification of pessimistic views regarding iron, all contributed toward causing a steady tone at the declines. From Monday to Wednesday, however, railroad stocks were subjected to considerable selling, and moderate concessions were scored in many securities of that class, the industrials, with one important exception, having lost their speculative attractiveness. American Sugar was the feature of this week, responding quickly to manipulation, which seems intended to force the large short interest in the stock to cover. At the same time, some large interests evidently concluded stocks were still mainly in strong hands, and that the market at large has become oversold.

Thursday vigorous and successful efforts were set on foot to dislodge the bears from their position, the result being heavy covering of short contracts throughout the list, and rallies which, beginning in the prominent railroad shares, extended to some of the industrials.

SITUATION IS FAVORABLE.

There Are Bad Features, But They Are in the Minority.

NEW YORK, April 27.—Bradstreet's tomorrow will say:

Evidences of the fact that there are now two sides of the general trade situation, where for a year past there was but one, come to sight this week. Different sections of the country and lines of business return different reports, but that the situation as a whole is a favorable one and suffers merely by commiseration with the enormous and almost feverish activity of some time ago, is also evident. Excluding the great speculative centers, the aggregate of business is undoubtedly larger than a year ago, and the business done in several industries reporting reduced activity would seem very large even to those bearishly inclined had it not been for the enormous aggregate done some short time ago.

Crop prospects, except in the wheat area of the Central West, and in some flooded sections of the South, remain all that might be wished for. Retail demand is improving and nothing of a definitely depressing character has yet developed.

In the abrupt readjustment of steel and wire prices, the iron and steel industries received a notable shock, but has stood the ordeal very well, confirming earlier advices of the substantial and nonspeculative basis for the immediate activity and greatly advanced prices of the past year.

The possibilities of a renewed export trade in pig iron have constituted one of the foremost supports of that industry. Last week's reports of heavy sales of Southern iron for export, are amply confirmed and an enormously larger tonnage could be placed if freight rates and room were favorable. Hardware is in increased distribution at the West, but rather quiet in Eastern markets. Among other metals, copper is firm, while tin is rather weak.

One of the most favorably situated industries is that of shoes. Manufacturers are reported active, jobbers are busy, and seasonable weather is inducing a good distribution from retail hands.

Paints, oils and drugs also show good distribution, while the strength of bituminous coal, partly owing to the strike, but also to the increased demand for the product, is sympathetically reflected in the enlarged demand for the steam grades of anthracite, which are expected to be advanced on May 1.

In agricultural products the situation is generally one of sustained strength. Some slight shading in wheat prices is largely the result of flattering Winter wheat crop prospects in the sections west of the Mississippi. Spring wheat seeding is reported almot completed in the Northwest, much ahead of the average.

The sharp advances in the prices of lumber last year and the unsettled position of the labor situation in the building trades are jointly held responsible for the rather disappointing business reported this Spring. Hemlock lumber is lower, and white pine is also weaker, but the hardwoods maintain much of their old strength.

Wheat, including flour shipments, for the week aggregate 3,568,683 bushels, against 3,898,451 last week, 3,082,203 in the corresponding week of 1898, 4,449,009 in 1898; 1,55,886 in 1897, and 1,260,494 in 1896.

Failures for the week in the United States are well down to the minimum, numbering only 182, an increase of 21 over last week, but two less than in this week a year ago, and comparing with 245 in this week of 1896; 244 in 1897, and 245 in 1896.

Canadian failures for the week number 18, as compared with 19 last week, 27 in this week a year ago, 22 in 1898, 31 in 1897, and 26 in 1898.

Bank Clearings.

NEW YORK, April 27.—The following table, compiled by Bradstreet, shows the bank clearings at principal cities for the week ended April 26, with the percentage of increase and decrease, as compared with the corresponding week last year:

		Inc.	Dec.
New York	$1,064,510,000	....	9.4
Boston	135,288,000	....	10.2
Chicago	130,306,000	12.0	....
Philadelphia	95,148,000	11.3	....
St. Louis	31,701,000	9.9	....
Pittsburg	29,975,000	12.8	....
Baltimore	25,883,000	8.8	....
San Francisco	15,514,000	....	9.2
Cincinnati	14,450,000	....	....
Kansas City	15,831,000	24.5	....
New Orleans	8,726,000	20.4	....
Minneapolis	8,689,000	11.2	....
Detroit	7,489,000	7.7	....
Cleveland	9,670,000	....	....
Louisville	7,991,000	10.4	....
Providence	6,099,000	4.5	....
Milwaukee	5,667,000	19.1	....
St. Paul	4,165,000	6.3	....
Buffalo	4,621,000	7.0	....
Omaha	5,280,000	32.0	....
Indianapolis	5,316,000	....	11.6
Columbus, O.	4,849,000	5.9	....
Savannah	3,149,000	90.9	....
Denver	3,850,000	23.2	....
Hartford	2,122,000	3.2	....
Richmond	3,147,000	6.3	....
Memphis	3,027,000	105.4	....
Washington	2,709,000	23.5	....
Peoria	1,780,000	....	1.9
Rochester	2,167,000	31.2	....
New Haven	1,299,000	....	21.3
Worcester	1,498,000	....	18.3
Atlanta	1,257,000	4.7	....
Salt Lake City	1,838,000	....	....
Springfield, Mass.	1,258,000	....	54.8
Fort Worth	1,571,000	....	13.8
Portland, Me.	999,995	....	24.6
Portland, Or.	1,669,000	7.5	....
St. Joseph	4,442,000	76.1	....
Los Angeles	2,209,000	48.9	....
Norfolk	1,610,000	53.9	....
Syracuse	1,022,000	5.7	....
Des Moines	1,682,000	9.0	....
Nashville	1,483,000	10.9	....
Wilmington, Del.	948,000	2.0	....
Fall River	877,000	12.7	....
Scranton	1,357,000	10.5	....
Grand Rapids	1,166,000	16.3	....
Augusta, Ga.	656,000	29.6	....
Lowell	595,000	33.0	....
Dayton, O.	1,120,000	20.8	....
Seattle	2,359,000	29.7	....
Tacoma	941,000	38.4	....
Spokane	944,000	....	14.4
Sioux City	1,334,000	50.7	....
New Bedford	366,000	....	8.5
Knoxville, Tenn.	524,000	9.3	....
Topeka	537,000	3.8	....
Birmingham	802,000	....	....
Wichita	505,000	4.5	....
Binghamton	412,000	16.7	....
Lexington, Ky.	413,000	63.8	....
Jacksonville, Fla.	291,000	....	....
Kalamazoo	395,000	41.5	....
Akron	398,000	1.5	....
Chattanooga	398,000	19.1	....
Rockford, Ill.	310,000	6.3	....
Canton, O.	256,000	10.3	....
Springfield, O.	268,000	25.2	....
Fargo, N. D.	250,000	....	26.2
Sioux Falls, S. D.	158,000	18.7	....
Hastings, Neb.	164,000	....	....
Fremont, Neb.	92,000	....	21.3
Davenport	692,000	....	7.2
Toledo	1,722,000	27.0	....
Galveston	5,568,000	9.2	....
Houston	6,138,000	42.4	....
Youngstown	287,000	....	18.0
Evansville	890,000	11.3	....
Macon	406,000	....	....
Helena	451,000	....	34.6
Little Rock	444,000	27.5	....
Springfield, Ill.	468,000	....	....
Saginaw	339,000	50.0	....
Totals, U. S.	$1,732,446,000	....	4.5
Outside N. Y.	647,935,000	5.3	....
Dominion of Canada—			
Montreal	$17,769,000	....	6.7
Toronto	9,369,000	5.8	....
Winnipeg	1,660,000	4.3	....
Halifax	1,341,000	3.3	....
Hamilton	766,000	2.2	....
St. John, N. B.	645,000	14.9	....
Vancouver	1,009,000	33.2	....
Victoria	458,000	....	29.9
Totals	$29,021,000	....	0.7

SALES OF N. P. LANDS.

More Than 1,000,000 Acres in the Past Four Months.

NEW YORK, April 27.—The Times prints the following: Over one million acres of rich farm land have been sold by the Northern Pacific Railroad within the last four months in the States of Minnesota, North Dakota and Washington, almost one-half of the land sold lying within the last-named state. President Mellen, of that company, who makes this statement, did not care to give the amounts received for these lands, but as the average price of land in that region is from $1 50 to $2 50 an acre, the Northern Pacific Company's treasury has probably been enriched by something like $2,000,000.

The report that all the remnants of land in Minnesota formerly owned by this road had been sold to a St. Paul syndicate was also confirmed by President Mellen. These lands consisted mostly of timber and swamp lands, and were sold in order to escape the payment of taxes, and because they could not be handled by the road to the same advantage as by a syndicate. The amount received for this sale is estimated at about $750,000.

President Mellen also explained the attitude of the Northern Pacific in regard to its Manitoba lines, about which misleading reports have been published.

"We have no intention," said he, "to withdraw from the Province of Manitoba. We will, however, build no extension and no new lines. We are on the friendliest terms with the Provincial Government and the Dominion Government, which has given the Canadian Pacific the right to parallel all our lines in Manitoba.

"We do not wish further to arouse the ire of the Canadian Pacific by extending our lines, which are now a paying property. I therefore, in a public speech at Brandon, Manitoba, advised the citizens and farmers to build extensions and connections with their own capital. Under our charter, these could be operated by us."

CANADIAN PACIFIC MEN

ROBERT KERR AND D. E. BROWN VISIT PORTLAND.

Mr. Kerr's Views on Trans-Pacific Traffic and the Railway Agreement—Americans Sincere.

Robert Kerr, of Montreal, passenger traffic manager of the Canadian Pacific, was in the city yesterday. D. E. Brown, the company's general agent at Hong Kong, was with him. Both officials left last night for San Francisco to attend an important meeting convening there Monday. The representatives of all the steamship lines between this Coast and the Oriental ports and the transcontinental lines connecting with them will be present. Mr. Kerr said yesterday:

"This meeting is based on a new and unique idea. It will probably be in session for three days at least, and perhaps longer. It is the first time, I believe, that both steamship and transcontinental railroad men have come together. We are all drawn together by mutuality of interests. Questions bearing upon this point will be freely discussed, and an attempt will be made to reach such an understanding as will harmonize the question of traffic for all interested parties. There are now seven trans-Pacific lines connecting Oriental ports with those on the Pacific Coast. These include Vancouver, B. C., on the north, where the Canadian Pacific connects with its own line of steamships; the Nippon Yusen Kaisha, the Great Northern's steamship line into Puget Sound ports; the Northern Pacific's steamship line there and at Portland; the Pacific Mail and the Occidental & Oriental line at San Francisco; the Japanese line—the Toyo Kaisen Kaisha and the California & Oriental at San Diego, connecting with the Santa Fe. Here are a variety of interests representing an enormous trade, scattered over vast distances. Never before, in the history of trans-Pacific business, have the representatives at the Oriental ports—Hong Kong, Shanghai, Yokohama, Kobe, etc., been invited to this country to attend such a conference."

The Oregonian representative brought up the matter of the President's agreement, made recently at New York, to which the Canadian Pacific was a party, provided all the various bones of contention between that line and the American lines were definitely settled. Mr. Kerr said that his company sought an amicable adjustment. It has not receded in any sense from the demands which it made a condition precedent before signing the agreement. Mr. Kerr was shown the following circular recently sent by his company to the executive officers of the Western and Northwestern roads:

Taking effect May 1, subject to certain reservations as to tourist agencies, European Immigration Bureau and the manipulation of excursion reduced rate of circuitous route tickets, the Candaian Pacific Railroad has consented to join in the agreement regarding the abolition of commissions to ticket agents. Pending the next general meeting an effort will be made by your committee to adjust existing differences with the Canadian Pacific that may result in all reservations being removed, it being understood that unless this is accomplished that company may have the right to withdraw from the agreement, on proper notice, but in the meantime it has agreed to cooperate with your committee in removing differences.

"You see, I left Montreal on Thursday of last week," Mr. Kerr remarked. "I have had no official information since that time on this matter, and during the negotiations we didn't get quite to the full agreement that the American lines wanted. Certain points were agreed upon. These were certified to a body of officials to see if a full agreement could be reached. These formed an official executive committee for the purpose. A meeting was held at Chicago a week ago Wednesday, which President Shaughnessy and our vice-president attended. I shall probably receive full particulars when I reach San Francisco. The Canadian Pacific simply desires the adoption of such measures as shall prevent manipulation of rates, if possible. We believe that the officials of the American lines are thoroughly in earnest in the New York agreement. We are not certain that they have closed all possible channels for rate manipulation. We sincerely believe their intentions are good, and we hope they will ultimately reach a practical method of reforming existing abuses. When this shall have been achieved, the Canadian Pacific will most heartily be with them."

California, Oregon & Nevada.

In the opinion of Dr. Bernard Daly, of Lakeview, who is among the Imperial guests, the California, Oregon & Nevada Railroad will reach Lakeview within two years. That town is removed 160 miles from Ager, the nearest railroad point. He says that last Summer the railroad mentioned pushed its line northward 50 miles, bringing it within 114 miles of Lakeview, and 40 miles more will be added this Summer. What will be the course of the line after reaching Lakeview, he does not know. He thinks that the San Francisco merchants will be directly benefited by this road to the detriment of Portland's business interests.

Dr. Daly thinks Portland ought to look out for trade in his vicinity.

"North Coast Limited."

Wednesday night the Northern Pacific's new train—the North Coast Limited—was placed on exhibition at Minneapolis, where some 5000 people inspected it. This is the substance of a message received by A. D. Charlton, yesterday, from General Passenger Agent Fee. Mr. Charlton announced yesterday that this splendid new train will be placed on exhibition at the Union depot in Portland, on the evening of May 2—next Wednesday—from 8 to 10 P. M. He cordially invites the public to visit this truly modern train at that time.

Railroad Notes.

General Agent Clock, of the Wisconsin Central, is in Seattle.

I. A. Nadeau, of Seattle, general agent of the Northern Pacific, is in the city.

A. D. Charlton, assistant general passenger agent of the Northern Pacific, has returned from a business trip to Puget Sound.

C. H. Markham, general freight and passenger agent of the Southern Pacific, left yesterday morning for Sheridan. In the afternoon he addressed the farmers and business men there on the matter of establishing a creamery at that place.

Pacific Coast lumbermen will be interested in this. The Northern Pacific freight department was advised by wire yesterday that the Anchor steamship line has definitely decided not to accept or handle shingles for Buffalo, Cleveland or Detroit, or points beyond. The company will confine itself to shipments for Erie and points beyond, via the Pennsylvania line.

Vice-President Footner, of the Great Northern Express Company, arrived here yesterday from St. Paul. He was accompanied by F. W. Manghan, of Spokane, the company's general agent there. Mr. Footner said he had been 12 days en route, and that he was inspecting the company's offices, a matter he looks after several times a year. He sees evidences of prosperity everywhere. He left last night for Spokane.

Owing to the fact that the scenery along the Columbia is specially attractive now, the O. R. & N. is arranging to put on a low round-trip rate on the Atlantic express. This will be good Saturday, leaving Portland at 6:20 P. M., returning on train No. 3 Sunday, and arriving in Portland Monday morning at 8 o'clock. This will serve to accommodate fishermen and outing parties desiring to visit such points of interest as Latourell, Bridal Veil, Multnomah, Hood River and The Dalles.

Non-Union Men Hurt in a Fight.

CHICAGO, April 27.—A fight between non-union men and strike sympathizers occurred today when 30 men left the Western Electric building, after their day's work. A patrol wagon full of policemen scattered the non-union men's assailants and arrested five of them. Two of the non-union men were left in the street unconscious and afterward removed to a hospital. They were David Fitzgerald, who had his skull fractured by a brick, and James Lane, who was also hit in the head with a brick.

Beck, the Jeweler,
Will move May 1. Bargains, at 270 Morrison street.

It Began with Pains in the Back

Mr. W. J. Juengert, 102 Landon St., Buffalo, N. Y., tells how he was cured by Dr. Williams' Pink Pills for Pale People. He says:

"About one year ago I was suffering a great deal with kidney trouble, and the terrible pains which I experienced in the small of my back almost incapacitated me for work. I tried wearing plasters but they did me no good whatever. In connection with this kidney trouble I was subject to chronic headaches. I was advised to try Dr. Williams' Pink Pills for Pale People. I did so and soon noticed a great improvement, after continuing their use for several months all traces of the kidney trouble disappeared and the headaches became less frequent."

(Signed) WM. JUENGERT.

Subscribed and sworn to before me this 29th day of June, 1899.

W. G. STANTON,
Notary Public.

Dr. Williams' Pink Pills for Pale People contain, in a condensed form, all the elements necessary to give new life and richness to the blood and restore shattered nerves. They are an unfailing specific for such diseases as locomotor ataxia, partial paralysis, St. Vitus' dance, sciatica, neuralgia rheumatism, nervous headache, the after-effects of la grippe, palpitation of the heart, pale and sallow complexions, all forms of weakness either in male or female.

Dr. Williams' Pink Pills for Pale People are never sold by the dozen or hundred, but always in packages. At all druggists, or direct from the Dr. Williams Medicine Company, Schenectady, N. Y., 50 cents per box, 6 boxes $2.50.

Royal BAKING POWDER

Absolutely Pure

Makes light, flaky, delicious hot biscuits, rolls, muffins and crusts. Makes hot bread wholesome. These are qualities peculiar to it alone.

I have found the Royal Baking Powder superior to all others.
C. GORJU, late *Chef*, Delmonico's.

ROYAL BAKING POWDER CO., 100 WILLIAM ST., NEW YORK.