THYRA COMING BACK

Big Santa Fe Liner Due at Portland Tuesday.

WILL LOAD 50,000 BARRELS FLOUR

Oil Freights From the Atlantic Coast Are Booming—North Pacific Pilot Chart—Notes.

The Norwegian steamship Thyra will sail from San Francisco for Portland today, and is due Tuesday. She comes under consignment to T. M. Stevens & Co., and will take out over 50,000 barrels of flour, the largest amount that ever left the Columbia River. The Thyra is one of the California & Oriental Steamship Company's regular liners, and her coming trip will be the second that she has made to this port. She is a larger steamer than the Braemar, which has just left Portland, and in addition to her big flour cargo will probably take over 1000 tons of cotton from San Diego. The steamship Energia, which was in Dodwell's service for one or two trips, is now en route from the Orient in the Santa Fe line, but will not come to Portland, although other steamers of the same line will follow the Thyra. The Strathgyle, of this line, which left Portland about a month ago, met with disaster on her outward trip. She was on fire at Kobe, and her cargo was seriously damaged before the fire was extinguished, although the vessel was not very much injured.

The Abergeldie, of the Portland line, which was ashore in Kobe Harbor about the same time, reached Hong Kong yesterday. She sustained no serious damage by her accident at Kobe. She will not return to Portland for the present, but her "turn" on the route will be taken by the regular liner Monmouthshire, which is now due at Yokohama on her outward trip from this port.

MONSOONS AND TYPHOONS.

North Pacific Pilot Chart for May Has Warning Regarding Them.

The North Pacific pilot chart for May is at hand, with the usual forecast of wind and weather for the current month. Of the winds along the Coast, it says:

To the northward of 45 degrees and between the Coast and 135 degrees west, the winds will veer from southeast (with falling barometer) through west to northwest (with rising barometer), holding longest at west. Between 40 degrees to 45 degrees north and under similar barometric conditions, the wind will go from south to north, holding longest at northwest. To the southward of 40 degrees the prevailing direction will be northwest, and easterly winds will be rare, especially under the Coast. Farther south northwesterly winds will prevail between the Coast and a line drawn from 30 degrees north, 130 degrees west to 15 degrees north, 110 degrees west.

An elongated trough of low pressure (29.75 inches) extends east and west to the northward of the Aleutian Islands. Around this trough the circulation of the winds is cyclonic, or contrary to the motion of the hands of a watch. The two circulations, cyclonic (around the low) and anti-cyclonic (around the high), thus unite in giving rise to a belt of westerly winds extending in latitude from 35 degrees to 50 degrees north, and in longitude from 145 degrees east to 140 degrees west. These westerly winds are frequently interrupted by the temporary wind systems belonging to the eastward moving areas of high or low barometer described below, backing to southeast with diminishing pressure, hauling to northwest with increasing. For the month of May within the prescribed limits of longitude and between the parallels of 35 degrees to 40 degrees north, westerly winds (south, north-northwest) form 55 per cent of the whole number of observations; between 40 degrees to 54 degrees north, 66 per cent; between 45 degrees to 50 degrees north, 73 per cent.

Southwest monsoon—During the present month the Winter area of high barometric pressure over Continental Asia is completely replaced by the Summer area of low pressure, and, as a consequence, the northeast (Winter) monsoon over the China Sea gives way to the southwest (Summer). The latter wind, however, attains its full development only during the months of June, July and August, and even then possesses neither the steadiness nor strength of the Winter monsoon. Along the Coast of Lower China it blows frequently from south to southeast. During its prevalence the land and sea breezes are also more clearly defined than during the northeast monsoon, and vessels hugging the coast are thus enabled to make headway against it with much less difficulty.

Typhoons—Mariners are reminded that the season for typhoons is at hand, and that they may be expected to occur with increasing frequency as the Summer advances. Ten were recorded during May throughout the period 1884-1897. The center of such typhoons as occur during the present month may be expected to follow one or another of the tracks Id, IIIe, IVaa. (See list and chart.)

Fog—Frequent fog along the American coast from Cape San Lucas northward, extending as far west as the meridian of 140 degrees west in the neighborhood of 40 degrees north; in mid-ocean along the 50th parallel, and in the neighborhood of Tsugaru Strait, also throughout the Yellow and Behring Seas.

OIL AND WHEAT.

Two American Products Which Are Enriching Foreign Shipowners.

Oil to the Orient and wheat to Europe are the cargoes which are making fortunes for the foreign shipowners at present. The German ship Nereide, which arrived out from Portland at Falmouth Friday, has been chartered to load 75,000 cases of oil at New York for Japan in August-September at 26 and 27 cents per case. The British ships Dimsdale and Howth, both well-known Pacific Coast wheattraders, have been chartered to load 75,000 and 85,000 cases, respectively, at Philadelphia for Japan, in July-August, at 28½ and 27½ cents per case. For prompt loading a couple of American unsubsidized ships have been taken, the Reuce, with 70,000 cases at 25 and 26 cents, and the State of Maine with 55,000 cases at 24½ cents. The latter are ancient wooden ships, on which insurance rates are high, hence the difference in rates. The three metal ships mentioned, on arrival out with their oil cargoes, will be in line for wheat from the Pacific Coast back to England, and if the prospects for a big crop continue as bright as they are at present, they will all be needed.

There have been no ships offering for next season loading at less than 40s, and prospects are not bright for much lower rates. In the spot freight market, the Allerton is still on the free list, and the Battle Abbey and Mount Stuart, on the Sound, and the Oranasia, in San Francisco, are in the same position. The owners are asking from 41s 3d to 42s 6d, and exporters have thus far been unable to get their limits above 40s. Lumber rates continue very firm, and for prompt loading at northern ports ship brokers are quoting the following rates: Sydney, 53s 9d@52s; Melbourne or Adelaide, 63s 9d@65s; Port Pirie, 57s 6d@60s; Fremantle, 68s 9d@70s; Geraldton, 70s@71s 3d; West Coast 62s 6d@65s, Pisagua range; Callao direct, 61s 3d@62s 6d; Buenos Ayres, 70s@71s 3d; Shanghai, 75s; Kiao-Chou, 70s; Nagasaki, 70s; Port Arthur, 70s; Tien-Tsin, 75s; Newchwang, 70s; Vladivostock, 70s; South Africa, 70s@72s 6d; United Kingdom, 80s@82s 6d.

AMERICAN SHIP BURNED.

Particulars of the Loss of the Oil Ship St. John in the Orient.

Captain O. H. Fales, of the burned American ship St. John, has just reached Victoria from the Orient, and brings additional particulars of the loss of his ship, brief mention of which was made in the telegraphic columns at the time. On the voyage out from New York all went well until the Lombok Straits were reached, and then, in the middle of a pitchy dark night—a night of rain and thunder coming in sweeps characteristic of the tropics—it was discovered that the ship was on fire 'tween decks and forward, and that the fire had already gained such headway that shipboard apparatus for fighting it was utterly insufficient. Still the captain and crew faced the sailor's most dreaded enemy manfully, their task being the more hazardous when the nature of the combustible cargo is considered. It did not take long to disclose that the ship was doomed, and two hours after the fire was discovered the boats were called into service and the vessel, by that time enveloped in fire which shone luridly through the tempestuous night, abandoned to her fate. Fortunately there was neither wind nor sea to contend with, and the coast lay but five miles distant. Rowing for the nearest point at which landing appeared feasible, the ship's company beached their boats at Pedang Cove, on the coast of Balli, whence they made their way by easy stages overland to the nearest place of white residence. The crew were then paid off and went to Singapore, while Captain Fales prepared to return to New York, for which city he is now en route. The St. John was a fine vessel, of large tonnage and modern construction. She was owned by I. F. Chapman & Co., of New York, and represented with cargo, as she was totally destroyed, a valuation of quite $150,000.

STEAMER'S SLOW TIME.

The Octavia Was Over Four Months Coming From Europe to 'Frisco.

Unless the time can be shortened up materially, the new round-the-Horn route of the Kosmos line of steamers will not cut much of a figure in putting the sailing vessels out of business. None of the steamers of this line have reached San Francisco much short of 100 days, and the last one to arrive was over four months on the way. She reached San Francisco Wednesday, and the Chronicle has the following regarding her:

"The long voyage of the Kosmos line steamer Octavia, from Hamburg, came to an end, so far as the first half of it is concerned, when the big vessel docked at the Pacific-street wharf yesterday morning. One hundred and twenty-two days were consumed in the trip from Germany, 50 of which were spent lying in various ports. Ten days were passed in the port of Genoa, Italy. The voyage was uneventful, with good weather the whole time. Two thousand tons of freight were brought to San Francisco. Captain Temme and Chief Officer Rickmann are both new to this port, but have been connected for many years with the Kosmos steamers running to South America. Captain Temme is a Captain in the German Naval Reserve. The Octavia, largest of the line, has a net tonnage of 3600, and is 380 feet long, with a beam of 49 feet and depth of 28 feet. There are accommodations for 40 first-class passengers and many steerage. The steamer is manned by 68 officers and men. She has bilge keels, and can average of 12 knots.

FIVE LIVES LOST.

Towline Parted and Small Schooner Was Lost.

SEATTLE, May 5.—The American steamer Bertha, which arrived today from Yakutat and Juneau, brings news of the loss of a schooner and five men who were aboard of her. The accident occurred between Juneau and Yakutat, April 22 last. The master of the Bertha contracted to tow the two-masted schooner Dora B. from Juneau to Latuya Bay for the Latuya Bay Gold Mining Company. Owing to stress of weather, the Bertha, after starting with the Dora, was, it is claimed, unable to land at Latuya Bay, and towed the Dora on, intending to land her at Yakutat Bay. About 45 miles south of Yakutat Bay the towline, which was very short, chafed and parted. When last seen by passengers of the Bertha, the crew of the schooner were hard at the pumps. She was still under sail.

Nothing since has been heard from her, but a search of some 20 miles along the coast resulted in the finding of one dead body, that of Peter Van Buren, a miner, aged 35, who was a passenger on the schooner. The body washed ashore at Cape Phipps, April 22; also a mass of wreckage, part of the schooner. There were four other persons on the schooner, all of whom undoubtedly perished. They were not sailors, but passengers. Their names are unknown.

The names of the men on the Dora B. were Peter Van Buerdin, Frank Runkin, George Counon, the Japanese cook and unknown miners.

Tides at Astoria.
(Week beginning May 7.)

DAY.	A. M.	Height.	P. M.	Height.
High water—				
Monday	7:06	5.8	8:16	6.8
Tuesday	8:21	5.7	9:05	7.0
Wednesday	9:30	5.8	9:46	7.3
Thursday	10:24	6.0	10:24	7.6
Friday	11:14	6.2	11:08	8.0
Saturday	11:59	6.3	11:37	8.2
Sunday	.....	.....	12:40	6.6
Low water—				
Monday	1:46	3.6	1:41	2.1
Tuesday	2:53	2.2	2:36	2.4
Wednesday	3:50	2.6	3:30	2.6
Thursday	4:26	2.0	4:16	2.8
Friday	5:18	1.2	5:00	3.0
Saturday	5:55	0.7	5:44	3.2
Sunday	6:30	0.1	6:20	3.3

Cargo of the Chehalis.

ASTORIA, Or., May 5.—The American barkentine Chehalis cleared at the Custom-House today for Freemantle, West Australia. She has on board 720,947 feet of rough lumber, and 63,779 lath, valued at $7336. She expects to go to sea tomorrow.

The steamer Brisk has been sold by William Larson to W. E. Tallant, and will be used as a tender at the latter's seining-grounds.

Search for Missing Men.

WASHINGTON, May 5.—Assistant Secretary Spaulding has taken active measures to rescue, if possible, the 15 men who, in a small boat, abandoned the wrecked British steamer Virginia on the outer Diamond Shoals. Today he ordered the revenue steamers Algonquin, now at Wilmington, N. C., and the Onondoga, which is expected to arrive at Norfolk, to proceed to sea at once in search of the missing men.

Marine Notes.

A Seattle dispatch reports the steamer Excelsior damaged in collision with an iceberg and beached near Juneau.

The Russian ship Sylfid was caught in the storm last evening, and failed to reach port until shortly after daylight yesterday morning.

The old steamer Alice Blanchard is now flying the Mexican flag, and is known as the Ignacio Mariscal. Her home port is Guaymas.

The steamer State of California completed another of her fast trips by reaching Portland at 2 o'clock yesterday afternoon. She entered the river at daylight yesterday morning.

The Iralda and the Reliance are reported to be preparing to "mix matters" on The Dalles route tomorrow and thereafter. Both will leave the terminals of the route together, and a rate war is not improbable.

Domestic and Foreign Ports.

ASTORIA, Or., May 5.—Arrived and left up—Steamer State of California, from San Francisco. Condition of bar at 5 P. M., moderate; wind, south.

San Francisco, May 5.—Arrived—Steamer Kvichak, from Portland. Arrived May 4—Steamer Columbia, from Portland.

San Francisco, May 5.—Arrived—Steamer Mackinaw, from Seattle. Sailed—Steamer Wigwam, for Port Townsend; steamer Titania, for Nanaimo; steamer Wyfield, for Seattle; ship May Flint, for Seattle; steamer Elk No. 1, for Unalaska; schooner W. F. Witzman, for Gray's Harbor.

Philadelphia, May 5.—Sailed—Belgenland, for Liverpool.

New York, May 5.—Arrived—New York, from Southampton.

Genoa, May 5.—Sailed—Werra, for New York.

Havre, May 5.—Arrived—La Gascogne, from New York.

New York, May 5.—Sailed—Mesaba, for London; Spaarndam, for Rotterdam; Lucania, for Liverpool; Batavia, for Hamburg; Aller, for Naples; City of Rome, for Glasgow.

Redondo—Sailed May 4—Bark Vidette, for Port Townsend.

San Diego—Arrived May 4—United States steamer Ranger.

Seattle—Sailed May 4—Bark Hunter, for Cape Nome. Arrived May 5—Steamer Bertha, from Kodiak.

New York, May 5.—Sailed—Etruria, for Liverpool.

Liverpool, May 5.—Sailed—Campania, for New York.

Antwerp, May 5.—Sailed—Westernland, for New York.

Cherbourg, May 5.—Sailed—St. Paul, for New York.

Bremen, May 5.—Sailed—Grosse Fuerst, 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	Consignees.
Mar. 25	Marechal Villiers	Fr. bark	Rionald	1705	Montevideo	42	
Nov. 13	Argus	Br. ship	Hunter	1543	Antwerp	174	T., Y. & Co.
Jan. 29	Wendur	Br. ship	Nicoll	1896	Calcutta	97	P. F. M. Co.
Dec. 20	Lizzie Bell	Br. bark	Whelan	1026	Liverpool	137	M., W. & Co.
Jan. 11	Fifeshire	Br. bark	Caddell	1381	Antwerp	108	B., G. & Co.
Feb. 12	Penthesilea	Br. ship	Manson	1663	London	83	B., G. & Co.
Feb. 14	Deccan	Br. ship	Barrett	1836	Hamburg	81	M., W. & Co.
April 6	East African	Br. bark	Decent	1588	Honolulu	30	
	Grenada	Br. bark	Putt	2106	Honolulu		
April 20	Lydgate	Br. bark	Jones	2350	Shanghai	16	T., Y. & Co.
April 20	Pinmore	Br. bark	Maxwell	2286	Nagasaki	16	
	Alice	Ger. ship	Kuhlmann	2062	Cardiff		
	Australia	Br. bark	Jones	2097	Honolulu		
	Genista	Br. ship	Hearn	1718	Shanghai		
	Leicester Castle	Br. ship	Crowest	2009	Shanghai		
	Nesala	Ger. ship	Plander	1670	Kiao Chou		
Mar. 5	Riversdale	Br. ship	Griffiths	2058	Hamburg	62	E. Baker
	Conway	Br. ship	Ward	1776	Shanghai		
	Frankistan	Br. ship	Atkinson	1900	Nagasaki		
	Mabel Rickmers	Ger. ship	Bandelin	1895	Hiogo		T., Y. & Co.
	Oreolla	Br. ship	Tyers	1708	Shanghai		
	Rickmer Rickmers	Ger. ship	Baake	1914	Hong Kong		
	Rigel	Ger. ship	Leopold	1879	Nagasaki		
	Semantha	Br. ship	Crowe	2211	Shanghai		
	W. J. Pirrie	Br. bark	Jenkins	2516	Shanghai		
April 8	St. Mirren	Br. ship	Wilkins	1855	Yokohama	28	
	West Lothian	Br. ship	Curtis	1737	Hong Kong		
	Harlech Castle	Br. ship	Findley	1802	Honolulu		
	Sirius	Ger. ship	Behring	1796	Japan		
	Robert Rickmers	Ger. ship	Rubarth	2174	Hiogo		
	Galgate	Br. bark	Griffiths	2227	Shanghai		
	Carl	Ger. bark	Shoemaker	958	Honolulu		
	Clan Macpherson	Br. ship	McDonald	1556	Cape Town		
	Stjorn	Nor. bark	Ellingsen	1467	Honolulu		
	Sutherlandshire	Br. ship	Nicoll	1549	Hong Kong		
	Jupiter	Dan. ship	Funder	1651	Tsintau		
April 1	Dovenby Hall	Br. ship	Wickham	1896	Shanghai	36	
	Marion Lightbody	Br. ship	Cordinar	2063	Newcastle		
	Nithsdale	Br. bark	Steven	1535	Shanghai		
	Bowman B. Law	Br. bark	Gullison	1358	Yokohama		
	Ardencraig	Br. ship	Cairns	1969	Sta. Rosalia		
	Centurion	Br. ship	Collins	1704	Nagasaki		
	Dalcairnie	Br. ship	Jones	1700	Shanghai		
	Olga	Ger. bark	Engel	1340	Sta. Rosalia		
	Osterbek	Ger. bark	Gieseke	1510	Kiao Chou		
	Port Caledonia	Br. bark	Anton	2246	Sta. Rosalia		
	Dechmont	Br. ship	Elstan	1642	Honolulu		
	Queen Victoria	Br. ship	Hayden	1587			
	Astracana	Br. ship	Griffiths	1573	Hamburg		M., W. & Co.
	La Fontaine	Fr. bark		1711	Santander		
	Lucipara	Br. bark	Witt	1779	Hamburg		T., Y. & Co.

Total tonnage en route, 92,356.

GRAIN TONNAGE IN THE RIVER.

Arrived.	Name.	Flag and rig.	Master.	Tons.	From.	Agents or Charterers.	Berth.
April 9	Aspice	Br. ship	Bremner	1809	Honolulu	P. F. M. Co	Elevator
April 13	John Cooke	Br. ship	Magee	1758	Shanghai	G. W. McN.	Irving
April 21	Forthbank	Br. bark	Paterson	1322	Honolulu	Port. G. Co.	Elevator
April 22	Allerton	Br. ship	Toye	1938	Hong Kong		Astoria
	Sylfid	Rus. ship	Ahlwik	1498	Hiogo	K., G. & Co	Campbell'

Total tonnage in the river, 8335.

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	62	R. P. Rithet
Jan. 8	Rhuddlan Castle	Br. ship	Roberts	1983	Cardiff	118	R. P. Rithet
Dec. 18	Shandon	Br. ship	Beard	1397	Cardiff	139	
Jan. 31	Imberhorne	Br. ship	Lever	1997	Liverpool	97	
	Carnedd Llewellyn	Br. ship	Harris	1608	Hamburg		M., W. & Co.
Jan. 29	Brussels	Br. bark	Tupman	1997	Liverpool	94	
	Wanderer	Br. bark	Tonkin	2717	Shanghai		
	Nile	Br. bark	Moesch	2078	Hiogo		
Mar. 12	Cabul	Br. ship	Johnson	1397	Rotterdam	54	M., W. & Co.
Mar. 31	Glenard	Br. ship	Turner	1786	Antwerp	37	
	Forteviot	Br. bark	Gilmour	2961	Antwerp		
April 26	Henriette	Ger. ship	Seeman	1706	Cardiff	10	M., W. & Co.
Mar. 20	Rodenbek	Ger. ship	Hansen	1692	Hamburg	46	
Mar. 14	Dunreggan	Br. bark	Dixon	1477	London	52	
May 1	Carl	Ger. ship	Hashagen	1916	Liverpool	6	Robt. Ward
April 4	Linlithgowshire	Br. ship	Anderson	1357	Antwerp	32	B., G. & Co.
	Durham	Br. ship	Doty	1879	Japan		
	City of Delhi	Br. ship	Swan	1127	London		
	Kilmallie	Br. bark	Balfour	1519	Cardiff		
	Brynhilda	Br. ship	Meikle	1409	Cheefoo		
	Howard F. Troop	Br. bark	Corning	2080	Shanghai		
	Queen Margaret	Br. ship	Fraser	1990	Hong Kong		

Total tonnage en route, 40,798.

GRAIN TONNAGE ON PUGET SOUND.

Arrived.	Name.	Flag and rig.	Master.	Tons.	From.	Agents or Charterers.	Berth.
Mar. 16	Achnashie	Br. bark	Longmuir	2334	Liverpool	K., G. & Co.	Tacoma
Mar. 19	Holywood	Br. bark	Macauley	1477	Honolulu	B., G. & Co.	Tacoma
April 5	Elginshire	Br. ship	Hannah	2038	Liverpool	R. P. Rithet	Victoria
April 24	Battle Abbey	Br. ship	McGhie	1465	Antwerp	M., W. & Co	Seattle
April 24	Mount Stuart	Br. ship	Olsen	1158	London	M., W. & Co	Tacoma
April 24	Ch. Cotesworth	Br. bark	Griffith	1031	Guatemala	McNear	Tacoma

Total tonnage in port, 8503.

Fusion in Whitman.
Colfax Gazette.

Some Republicans announce a belief that fusion cannot be effected between the Democrats and Populists of Whitman County. This is wrong. Nothing but the rolling up of the scroll of time can prevent the office-hungry Democrats and Populists from rubbing their noses in the dust and consenting to any kind of a compromise. But the rank and file of neither party will be consulted. A few self-constituted leaders will make any kind of a concession necessary, and, while roaring about bossism in the Republican party, will feel much aggrieved if the honest members of their own parties refuse to be made the tail to their kite.

That Would Be Un-Bryan-Like.
St. Paul Pioneer Press.

Why is it that W. J. Bryan, of Lincoln, Lancaster County, Nebraska, who is such a rabid anti-expansionist, spends so much of his time in Texas, which, a few years ago, caused Uncle Sam to let out two notches in his belt in order to expand sufficiently to accommodate the young republic? Why not kick Texas out and give it back to Mexico?

Worse and Worse.

Lady (engaging new housemaid)—Daphne? That is much too romantic a name, with young men in the house. I suppose you would not object to being called by your surname?

Applicant—Oh, no, ma'am; in fact, I'm quite used to it.

Lady—What is your surname?

Applicant—Darling!—Answers.

THE NATIONAL BANKS

Last Statement Made a Very Satisfactory Showing.

DISTINCT GAINS OVER LAST YEAR

New York Bank Statement Shows an Enormous Loan Expansion—The Week's Bank Clearings.

Although there has been no striking change in local financial conditions during the past week, a steady improvement is noticeable. Remittances from outside banks continue to increase, and reports from nearly all the banks in the state show that improvement of conditions is general. Wool has not yet begun to move to any great extent, being held at prices which tend to make buyers shy until they learn that it cannot be had for any less money.

In Portland, trade is good and growing better, collections being reported easier than they have been before this year. The statement of the condition of the National banks at the close of business April 28 shows a very healthy and satisfactory state of affairs. The total loans and discounts of the four Portland banks are $3,391,084, against $3,076,139 April 5, 1899, a gain of $314,945. The deposits are $7,492,196, while those of last year at this time were $7,096,703, a gain of $315,490 for the year. The circulation of the Portland National banks is now $614,900, that of last year being $532,600, an increase of $82,300. Similar gains are shown in other items, and it is clear that the banks have benefited by the improvement in business and are in better shape today than they have ever been before. In speaking of the situation, a well-known banker said yesterday:

"Things seem to go along about the same way in Portland, and little excitement is ever aroused over business transactions. Our banks are always ready to assume the natural risk in business, but they are sufficiently conservative to steer clear of the rocks on which many supposedly strong institutions have split. Conditions are no doubt better than they have been for a number of years, and money can be had on easier terms. The last report of the condition of the banks is very gratifying, and I have no doubt that the next one will be still more so."

Bank Clearings.

The bank clearings for the principal cities of the Northwest for the week ending Saturday, May 5, were as follows:

	Portland.	Seattle.	Tacoma.
Monday	$ 313,670	$ 283,320	$267,529
Tuesday	280,909	307,900	163,156
Wednesday	314,316	306,319	161,690
Thursday	283,836	288,678	151,438
Friday	334,746	316,400	119,288
Saturday	233,738	312,083	150,980
Totals	$1,770,184	$1,819,788	$994,579

The clearings for the corresponding week in former years were as follows:

	Portland.	Seattle.	Tacoma.
1899	$1,715,224	$1,066,963	$ 765,024
1898	2,208,344	1,321,586	1,011,914
1897	1,085,706	543,347	474,029

(Saturday, May 5.)

	Exchanges.	Balances.
Portland	$233,738	$50,384
Tacoma	150,980	24,200
Seattle	312,083	69,493
Spokane	138,946	18,842

NEW YORK STOCK MARKET.

Trading Continues Near the Level of Stagnation.

NEW YORK, May 5.—Whatever deductions are drawn from the stock market must be almost wholly negative, for the market continues near the level of stagnation. A slight fillip was given to the opening by the higher level of prices in London, but the room-traders closed their contracts before the day's end and brought the level of prices back to near last night's close. Sugar moved quite easily at a higher range than yesterday, and exactly recovered yesterday's loss as a net result. Long Island was quite active, and moved up to 89, but closed unchanged. The bonds of the company continued in active demand. The statement that the Pennsylvania has acquired control found considerable credence, but the working agreement with the New York Central is believed to be involved in the deal. The story of a steamship service to run from the Long Island coast was revived in connection with the movement in the stock.

The reports of the Mercantile Agencies served to confirm the impression of the reactionary course of prices of commodities, and of trade activity. The current stagnation in Wall street is the outcome of these conditions. Buyers are out of the market. But holders of securities are not yet sure that the current reaction is not making for the ultimate health of business. It is perceived that the recent high level of prices was such as not only to unduly stimulate production, but also to decrease the consumptive demand. Securities are obviously being firmly held until the problem of the level of prices and the volume of consumption shall adjust itself to afford a basis for estimating future returns.

The stock market has given evidence during the week of having reached an adjustment to the new conditions presented by the unexpected developments in the iron and steel trade of three weeks ago. The liquidation induced by that development overran itself, as the invariable rule with speculative movements, and the bears last week had to bid up prices to get back stocks which had been sold short.

This week the market has been without the sustaining force of the demand for the oversold bears, and the vibration of prices has been diminished. The professional traders in stocks, in whose hands operations have been largely left, have met with little success in moving prices. The declines from their short selling have brought out very little stock, and the prices attracted no following to take stocks off their hands.

Buyers want more light on the future course of business before taking on stocks. A large cause of perplexity over the outlook is the present reflux of currency to New York bank reserves from the interior. The gold export movement, now fairly inaugurated, is a result of this. Ordinarily the exportation of gold has an unfavorable effect on the stock market on account of the apprehension aroused that tightness of money may result. In the present market, that effect is due to the feeling that the plethoric condition of the money market is a register of declining interior trade, and reduced needs for money, owing to the decreased business. The recent developments in the steel trade give special point to this apprehension.

That the country's business is not finding full employment for all the money in the country is evident from the action of the money markets, but the increase in the money supply seems to be taken insufficiently into account. According to the monthly statement of the United States Treasury of the total amount of money in circulation in the country, inclusive of cash in the Treasury, the amount on May 1, 1900, showed an increase for the month of April of $39,270,957, and for the 12 months previous of $126,657,571.

The bond market has been dull, and has moved in sympathy with stocks. United States old 4s advanced 1, refunding 2s, when issued, ¾; new 4s and 5s and 2s, ½ in the bid price.

Money Exchange, Etc.

SAN FRANCISCO, May 5.—Sterling on London, 60 days, $4 85½; sight, $4 89¼.

Mexican dollars—48½@49c.

Drafts—Sight, 12½c; telegraph, 15c.

NEW YORK, May 5.—Money on call, 2 per cent; prime mercantile paper, 3½@4½ per cent; sterling exchange, steady; with actual business in bankers' bills at $4 88¾ demand and at $4 84¾ 60 days; posted rates, $4 85½@4 89½.

Commercial bills—$4 83¾@4 84¼.

Silver certificates—60¼@60¾c.

Mexican dollars—47½c.

Government bonds—Steady.

State bonds—Inactive.

Railroad bonds—Steady.

LONDON, May 5.—Consols, 100 3-16.

Foreign Financial News.

NEW YORK, May 5.—The Commercial Advertiser's London financial cablegram says:

The market here was becalmed today, but it was firm on the news of Lord Roberts' advance. Americans were hard. There was some inquiry for Baltimore & Ohio, Nashville and Union Pacific on the expectation of good bank statements in New York. Copper shares were firm on Paris inquiry. The bank received £15,000 gold from Australia and lost £30,000 to the Cape.

Silver was supported on Indian demand.

Stocks in London.

LONDON, May 5.—Atchison, 21¼; Union Pacific preferred, 76¾; Northern Pacific preferred, 77¼; Grand Trunk, 7⅞; Anaconda, 9⅛.

NEW YORK FINANCES.

Bank Statement Shows Loan Expansion of Over Thirteen Millions.

NEW YORK, May 5.—The Financier says:

The New York bank statement for the week ending May 5 is surprising in several details. To begin with, no local cause can be assigned for the expansion of $13,221,400 in loans, and the corresponding increase of $17,000,000 in deposits, although it is said that at least $5,000,000 of the loan increase was brought about through technical operations attending the completion of the consolidation of two large banking houses. The $8,000,000 or over still unaccounted for is larger than the events of the week seem to have accounted for, but with money easier here than at any point in the world, it is not unlikely that the banks are taking advantage of an opportunity to increase profits by extending the scope of their operations abroad—a course that has been resorted to before under similar conditions. This is the theoretical view. As a matter of fact, a detailed analysis shows that the loan increase has been scattered through a large number of banks. The gain of over $17,000,000 on deposits is due to the loan expansion and receipts of $3,000,000 in cash from the interior.

The rising deposit total called for $4,273,200 increased reserve, so that the effect of the interior receipts was neutralized, and $1,095,800 was taken from previous accumulations, bringing the present excess to $15,978,475.

There is warrant for the assertion that the banks did not gain as much from the interior last week as the figures indicate, and that they actually lost to the Treasury on gold exports. The specie already forwarded on this movement amounts to $3,200,000, and while a decline in reserve may operate to check the outward flow, there seems to be no reason why interest rates should advance. A factor in the money market often overlooked in this connection is the ability of the trust companies to loan at minimum rates.

The Controller, in his call for official statements last week, asked for a specification of trust companies and savings banks deposits in National banks. It is known that these institutions are carrying at least $50,000,000 in National banks. The State banks also report heavy trust company deposits. The loans and deposits of the banks at the present time are over $100,000,000 in excess of the averages at the opening of the year, while reserves are only $4,000,000 higher. Continued receipts from the interior are looked for for some time. The bank statement is as follows:

Surplus reserve, decrease	$1,095,800
Loans, increase	13,221,400
Specie, increase	2,910,900
Legal tenders, increase	1,166,500
Deposits, increase	17,092,800
Circulation, increase	89,800

The banks now hold $15,978,475 in excess of the requirements of the 25 per cent rule.

Exports and Imports.

NEW YORK, May 5.—Exports of gold and silver from this port to all countries for this week aggregate $1,040,881 silver bars and coin and $2,692,315 gold.

The imports of specie this week were $24,882 gold and $149,585 silver.

The imports of drygoods and general merchandise at the port of New York for this week were $10,379,557.

MAY GO TO WARD'S COVE.

The Custom-House Lately Removed From Mary Island to Ketchikan.

WASHINGTON, D. C., May 2.—Shipping men on Puget Sound, who operate steamers to Alaskan points do not fully understand the situation regarding the removal of the Custom-House from Mary Island to Ketchikan; and the present intention of the Treasury Department in the premises.

In compliance with various requests the removal was authorized from Mary Island to Ketchikan and the department is now investigating a statement that Ward's Cove is a much more suitable harbor than Ketchikan. This investigation has resulted from a reopening of the case on behalf of parties who are dissatisfied with Ketchikan. In the meantime there is not the slightest intention to return to Mary Island. The Custom-House will remain permanently at Ketchikan or Ward's Cove. For the present it will remain at the former place.

In endeavoring to decide upon the question of location the Treasury Department inquired of the Coast and Geodetic Survey for a statement as to the advantages of the two harbors—Ward's Cove and Ketchikan. The survey people reported through an agent who has been over that portion of the coast, and he was decidedly in favor of Ward's Cove. It is stated that Ward's Cove is much more suitable for a harbor, being better protected. At Ketchikan, it is reported, there are frequently strong currents which are liable to expose vessels to danger of collision. Ward's Cove, on the other hand, is reported as being one of the best anchorages in that part of the Alaskan coast. The anchorage ground is about a quarter of a mile square, with more room in deeper water. It is also claimed a wharf could be built at little expense.

Special Treasury Agent Evans, of San Francisco, will investigate the relative advantages of the two harbors and report to the department. It is hinted that the question of dock facilities and the ownership of water front privileges may enter into the matter so far as the position assumed by the various interested parties is concerned.

The Wolf at the Door.
Frank L. Stanton in Collier's Weekly.

The wolf's out there at the door, and his fangs are keen to slay;
Christ pity the starved and shivering soul that falls in the black wolf's way!
As for me—do I fear him—this wolf of hunger and sin?
Let the storm beat down the barriers and let mine enemy in!

Stealthily on my track through the ghostly world he steals;
Only a shadow grim and black hounding a beggar's heels.
A shadow in the light of day—a horror in the night;
And what does the howl of the black wolf say to the soul that God made white?

"The storm and the darkness are on thee—O lost to the beauty and beam!
Brooding forever and ever o'er the ashes of a dream!
Hunger wraps rags around thee; the rich are in purple state;
But the dogs snarl at the beggars that kneel at the rich man's gate.

"The storm and the darkness are on thee: Be one with the storm and the night!
There is never a morn that shall greet thee or crown thy seared forehead with light.
Tossed on a fathomless ocean where never a shore-lamp saves,
The cry of the drowning is in thine ears—with the wailing of the waves!"

So does the howl of the black wolf say to the soul that God made white:
But I wrap my rags around me and dream of the dawn of Light.
Shall the black storm beat forever? Is there never a port to win?
'Twere a coward deed to break the bolts and let mine enemy in!

For his cruel fangs would rend and slay. . . .
Whatever my soul may be
It is deeper than the darkness—it is stronger than the sea.
Is it bowed by the strength of the hills, does it shrink 'neath the scourging rod—
This spark of dead, forgotten worlds—this Memory of God?

Oh, out of the storm comes peace, and out of the darkness, light;
The ships sail sure to the haven—as sure as the gulls in flight.
The captains sight the shore-line, and over the ocean-knells
They hear in the hopeless night of fear the melody of the bells.

There is love, there is light, there is joy where the tempest-flags are furled;
God hears in the night of ages the breathing of the world.
In the hollow of His hand the strength of the stars shall be,
And His spirit shall stifle and still the rage of the overwhelming sea.

There is love, there is light in the world; and the wolf with his eyes of flame
Is beaten back in the storm and night, and the silence whispers a Name;
And the beautiful name is Love, and he leads me to the light
Where the hills are glad of the morning, and there shall be no more night.

"There seems to be at this time little question but that the Democratic nomination for Governor lies between William Dunphy, of Walla Walla, and ex-Mayor Fawcett, of Tacoma."

THE WORLD'S WHEAT CROP

LAST YEAR SHOWED A DECREASE OF SEVEN PER CENT.

Compared With the Average for Four Years Past, an Increase Is Shown.

The statistician of the United States Department of Agriculture has issued a statement showing the wheat crop of the world for the five years 1895 to 1899. This statement includes the Department's first estimates of the four preceding years.

Commercial interest in this statement naturally centers in the crop, of which a portion still remains in the hands of the producers and dealers, the crop of 1899. The sufficiency of this crop to supply all demands during the present crop year would seem to be incontestable. The aggregate world's production in 1899 amounted to 2,725,407,000 bushels, a decrease, it is true, of 195,638,000 bushels, or a little less than 7 per cent, from the crop of 1898; but, compared with the average of the four preceding years, 1895 to 1898—a comparison which is obviously more satisfactory—the 1899 production shows an increase of nearly 6 1-3 per cent, or, expressed in quantity, of 161,853,000 bushels. The increase from year to year in the amount consumed, a fact that is universally conceded, has doubtless so enlarged the absorptive capacity of the markets that last year's crop may prove no more than sufficient for consumption and necessary reserves.

The variation in the quantity of wheat produced on each continent in 1899 from the quantity produced on the same continents in 1898, was as follows:

	Bushels.
North America (decrease in 1899)	126,609,000
Europe (decrease in 1899)	80,154,000
Asia (decrease in 1899)	35,575,000
Africa (decrease in 1899)	10,830,000
South America (increase in 1899)	45,728,000
Australasia (increase in 1899)	21,232,000
World (decrease in 1899)	195,638,000

Percentage of world's wheat crop produced in each of the following countries:

Countries—	1896.	1897.	1898.	1899.
	Per cent			
United States	17.06	23.73	23.11	20.08
Russia	18.12	17.02	17.10	17.88
France	13.16	11.04	12.44	13.43
India	8.21	8.56	8.89	8.53
Austria-Hungary	8.20	5.72	6.47	7.04
Germany	5.01	5.37	4.54	5.19
Italy	5.79	3.89	4.70	5.06
Total	75.55	75.33	77.25	77.21

Wheat Crop of the World.

To the amounts given below, three ciphers should be added; the ciphers are omitted because of lack of space:

	1897.	1898.	1899.
	Bushels		
United States	530,149	675,149	547,304
Ontario	29,765	33,042	22,158
Manitoba	18,837	26,112	28,902
Rest of Canada	7,500	9,000	9,000
Total Canada	56,102	68,154	59,960
Mexico	9,700	15,000	15,000
Total N. America	595,951	758,303	622,264
Chile	10,500	14,000	13,000
Argentina	25,410	46,603	92,167
Uruguay	3,600	6,000	7,164
Total S. America	39,510	66,603	112,331
Great Britain	56,672	75,330	67,594
Ireland	1,355	1,856	1,731
Total U. K.	58,027	77,186	69,325
Norway	300	300	260
Sweden	4,078	4,542	4,430
Denmark	3,474	2,991	3,500
Netherlands	4,290	5,000	4,300
Belgium	11,967	14,069	12,409
France	246,596	363,498	366,079
Spain	94,637	99,000	88,000
Portugal	8,200	7,800	6,400
Italy	88,919	137,345	137,912
Switzerland	4,300	4,500	4,200
Germany	119,903	132,557	141,309
Austria	35,859	47,357	42,282
Hungary	83,550	128,140	138,060
Cratia-Slavonia	6,271	11,468	9,500
Bosnia-Herzgovina	2,000	2,100	2,000
Total Aust.-Hun.	127,720	189,065	191,842
Roumania	36,448	58,457	26,064
Bulgaria	39,739	11,000	24,000
Servia	12,500	11,000	8,500
Montenegro	200	200	200
Turkey in Europe	17,800	25,000	15,000
Greece	3,200	4,000	2,000
Russia proper	228,557	334,246	314,876
Poland	17,868	21,691	21,544
N. Caucasus	29,883	52,251	57,313
Finland	90	100	90
Total Rus. in Eur.	296,338	408,288	393,823
Total Europe	1,158,236	1,579,758	1,499,604
Siberia	42,835	36,157	45,473
Central Asia	11,087	14,944	14,938
Trans-Caucasia	40,000	40,000	33,000
Total Rus. in Asia	93,922	91,101	93,411
Turkey in Asia	48,000	44,000	35,200
Cyprus	2,400	2,400	2,000
Persia	20,000	17,000	15,000
British India	191,257	259,670	232,585
Japan	19,509	20,000	20,000
Total Asia	375,068	434,771	299,196
Algeria	18,000	24,118	15,000
Tunis	5,000	6,500	4,800
Egypt	12,000	14,000	14,000
Cape Colony	2,200	2,012	2,000
Total Africa	37,200	46,630	35,800
West Australia	252	421	892
South Australia	2,893	4,141	9,056
Queensland	620	1,041	626
New South Wales	9,132	10,893	9,579
Victoria	7,315	10,914	20,198
Tasmania	1,327	1,721	2,376
New Zealand	6,113	5,849	13,485
Total Australia	27,652	34,980	56,212

Recapitulation by Continents.

	1897.	1898.	1899.
North America	595,951	758,303	622,264
South America	39,510	66,603	112,331
Europe	1,158,236	1,579,758	1,499,604
Asia	375,088	434,771	399,196
Africa	37,200	46,630	35,800
Australasia	27,652	34,980	56,212
Total world	2,233,637	2,921,045	2,725,407

Highly Lucid and Grammatical.
Seattle Republican.

"If any man or human 'being' has flattered himself into the belief that the citizens of King County are so carried away with him as to permit him to use the entire Republican party herein as a trading commodity by which he can fleece millionaire Senatorial politicians out of money, that he can be a 'high-roller,' then he is fooling himself, and fooling himself most confoundedly bad. Your game is checkmated, and it will continue so; start as many daily papers as you will or may. You, of Oregon blackmailing fame, is a beautiful aspect to run King County politics. Well, we guess nit!"

Simpler.

"I see that Miss Susan B. Anthony wants to raise an immense sum for the furtherance of suffrage equality."

"Why don't she use it for the total eradication of mankind? That would be much simpler."—Cleveland Plain Dealer.

A Famous Medicine

Here is a bottle which is familiar in thousands of homes. For half a century it has had a permanent place as a family medicine. Time has not dimmed its reputation or popularity. It has advanced in spite of many imitations.

Hostetter's Stomach Bitters

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Dyspepsia, Biliousness, Constipation, Nervousness, Sleeplessness and Kidney Disorders.

It is America's favorite family medicine.

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