

FOR PROPERTY LOADING

British Ship Allerton at Last Secures a Charter.

RATE BETTER THAN 40 SHILLINGS

Freight Market Shows Few Signs of Weakening—Too Much Wheat on Spot—Domestic Reinsurance.

The British ship Allerton, after three weeks' idleness in the river, has at last been chartered to load wheat at Portland for the United Kingdom, and for a few days yesterday the port was without a dunnage ship. The Allerton, a 4,000-ton general cargo from Antwerp, dropped in about 9 o'clock, and is reported to be on the free list, but she will not be available for two or three weeks. The Allerton was chartered by Kerr, Gifford & Co., on private terms, which are reported to be slightly under the 40 shilling which has been the rate for some time. The British ship Allerton, after three weeks' idleness in the river, has at last been chartered to load wheat at Portland for the United Kingdom, and for a few days yesterday the port was without a dunnage ship. The Allerton, a 4,000-ton general cargo from Antwerp, dropped in about 9 o'clock, and is reported to be on the free list, but she will not be available for two or three weeks. The Allerton was chartered by Kerr, Gifford & Co., on private terms, which are reported to be slightly under the 40 shilling which has been the rate for some time.

for repairs. The crew of the vessel was up from Astoria on the Argus and were held up yesterday by James McCracken, who represents the Hawaiian Government. In this port.

Reinsurance on the bark Dominion, 65 days out from Tacoma for Sydney, has been quoted at 20 per cent. The reason for this quotation is not so much because the vessel is alarmingly overdue, but because a few weeks ago a news story was received from Victoria stating that wreckers had secured a comparatively new schooner, painted red, and a sign-board with the letters of the word Dominion, were discovered on the beach. The wreckers had arisen with the wreck of the bark Dominion or from the large British vessel of that name which was posted as missing about one year ago, and which is thought to have been driven ashore along the coast of Alaska.

The British ship Allerton, after three weeks' idleness in the river, has at last been chartered to load wheat at Portland for the United Kingdom, and for a few days yesterday the port was without a dunnage ship. The Allerton, a 4,000-ton general cargo from Antwerp, dropped in about 9 o'clock, and is reported to be on the free list, but she will not be available for two or three weeks. The Allerton was chartered by Kerr, Gifford & Co., on private terms, which are reported to be slightly under the 40 shilling which has been the rate for some time.

Table with columns: DAY, High water, Low water, Tides at Astoria. Week beginning May 14, 1900.

Domestic and Foreign Ports. ASTORIA, May 12.—Arrived—British bark Lizzie Bell, from Antwerp; United States steamer Manzanita, from cruise. Condition of the bar at 5 P. M., smooth; wind south, with light clouds. San Pedro, May 12.—Arrived—Schooner Emma Uter, from Gray's Harbor. San Francisco, May 12.—Sailed—Schooner M. J. McLaughlin, for Coos Bay; schooner E. B. Buhne, schooner C. H. Merchant, for Gray's Harbor. Sailed May 11—Steamer Empire, for Coos Bay; United States ship Adams, for Seattle. Arrived—Arrived—Queen from Victoria, steamer Bristol, from Comox. Seattle—Arrived May 11—Steamer Ruth, from Skagway; British bark Lakemba, from Port Los Angeles. Sailed—Schooner Bowler, for Cape Nome; steamer Dirigo, for Skagway. Port Townsend—Arrived May 11—Ship Berlin, from Hong Kong. Arrived—Arrived—May 1—Bark Tidal Wave, from Tacoma. Victoria—Arrived May 11—Steamer Sikh, from Yokohama.

SCARCITY OF SAILORS.

Life on shore is proving quite attractive to the crew of the ship. There are 19 grain ships in the river, 10 of which will be ready for sea within 30 days. As each of these ships will need from eight to 15 men, the necessity of the boarding party men rushing to drum up enough sailors to man them, as life on shore at the present time is quite attractive for Jack. The crew of the last bark which arrived in the river yesterday, and like the rest of the incoming sailors, will not be ready for sea again until they have had their fling ashore and spent their money. San Francisco, May 12.—Arrived—Lucania, from Bremen. New York, May 12.—Arrived—Michigan, from London. MONTREAL, May 12.—Arrived—Samaritan, from Glasgow.

FIRST TRAIN TODAY.

Cars Will Reach Shastock Over Columbia Southern. Archie Mason, who has just completed the grading contract to Shastock, is in the city. He thinks the first train will run into the new terminus today, but a large force of men will be retained for some time to surface up the track. There are 240 Japanese employed for this purpose, and they are doing very efficient work, he says. They are paid \$1.5 a day, while white men are paid \$1.75. Mr. Mason says he has a lot of 100 cartons of general merchandise and 500 of lumber at the various stations of the Columbia Southern between Biggs and Shastock waiting for the track to be completed. When they get in, he says, "A band of 100 sheep is also being herded near Shastock. It is to be shipped to Huntington by the first train to reach there."

Ho looks for the immediate construction of another railroad up the John Day River, from John Day station, on the Columbia River. A large force of surveyors, under Mr. Johnson, are now driving stakes at a point some 20 miles east of Shastock. This new road, he thinks, will open up a large territory in Eastern Oregon without interfering with Shastock. His experience with the railroad building in that portion of Oregon for the next few years.

General Agent Lothrop, of the Union Pacific, has returned from Astoria, where he looked into the matter of salmon shipments and the outlook for a busy year assured. General Freight and Passenger Agent Markham, of the Southern Pacific, left last night for San Francisco to express his views to the latter part of this week. F. R. Olin, formerly ticket agent of the Northern Pacific at Spokane, entered upon his new duties in Portland yesterday. He succeeds J. R. Nagel, who has been made traveling passenger agent.

MUTINY AMONG PASSENGERS.

Slow Sailing of the Pitecairn Caused the Trouble. SAN FRANCISCO, May 12.—There is trouble among the 30-odd passengers who left here March 12 on the expeditionary ship Pitecairn for Cape Nome. From last accounts the Pitecairn was in Dutch Harbor, with the passengers in a state of mutiny. They had deposed Captain Nesbit and placed the chief officer in charge of the vessel. Among those who went on the expeditionary ship were Ed Short, the well-known whaler. In a letter from Dutch Harbor, he says that the Pitecairn is not thoroughly provisioned; that there is no break in the ice in Behring Straits, and that the chances are it will be June before a sailing vessel can make any kind of an approach to the gold fields. He looks for the vessel to make the run to Dutch Harbor, and that fact made all the passengers down on the captain. A meeting was held, and his resignation was demanded, after which the chief officer was made captain.

ARGUS IN PORT.

Victor in the Inland Collision at Columbia Dock. The British ship Argus arrived early yesterday morning and docked at Columbia dock at the foot of Pine street. It is an unusual occurrence to have a deep draught ship in the water ship in the Argus attracted considerable attention. There was added interest to this particular ship on account of her collision with the Inland.

Quered His Case.

"Madam, I am soliciting for some charities. We have hundreds of poor, ragged, wretched children like those at your gate, and— "Sir, those children are mine," and the slamming of the door could be heard in the next street.—Weekly Telegraph.

LOCAL BUSINESS MART

Interior Banks Preparing for Wool Trade.

COLLECTIONS REPORTED GOOD

New York Stock Market Experienced an Unfavorable Week—Loan Expansion in New York Centers.

The bank clearings of the past week were more than \$300,000 greater than those of the corresponding week last year. Although this is a quiet time of year, between crops and without any of the great

TONNAGE EN ROUTE AND IN PORT.

Vessels Chartered or Available for Grain Cargoes from the Northwest.

Table with columns: Name, Flag and rig, Master, From, Agents or Charterers, Berth. Includes entries for Mar. 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, Apr. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, May 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31.

GRAIN TONNAGE IN THE RIVER.

Table with columns: Name, Flag and rig, Master, From, Agents or Charterers, Berth. Includes entries for April 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, May 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31.

GRAIN TONNAGE EN ROUTE TO PUGET SOUND.

Table with columns: Name, Flag and rig, Master, From, Agents or Charterers, Berth. Includes entries for Mar. 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, Apr. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, May 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31.

GRAIN TONNAGE ON PUGET SOUND.

Table with columns: Name, Flag and rig, Master, From, Agents or Charterers, Berth. Includes entries for Mar. 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, Apr. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, May 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31.

Bank Statements.

The bank clearings for the three principal cities of the West for the week ending Saturday, May 12, are as follows: Portland, \$40,712,417.17; Tacoma, \$24,980,422.27; Seattle, \$29,056,272.07. The clearings for the week ending Saturday, May 12, are as follows: Portland, \$40,712,417.17; Tacoma, \$24,980,422.27; Seattle, \$29,056,272.07. The clearings for the week ending Saturday, May 12, are as follows: Portland, \$40,712,417.17; Tacoma, \$24,980,422.27; Seattle, \$29,056,272.07.

Money, Exchange, Etc.

SAN FRANCISCO, May 12.—Sterling on cable transfer, 100 shillings, 64.17 1/2.

NEW YORK STOCK MARKET.

Uncertain and Febrile Tone. With Manifest Desire to Sell. NEW YORK, May 12.—The tone of the trading in stocks was feverish and uncertain today, and the disposition to sell was still evident. There was an effort to support some stocks, and the short selling by the bears was followed by buying to cover contracts. Missouri Pacific was lifted at one time point above last night. This stock recovered almost completely before the close. Stocks were offered freely at the higher level of prices, and despite the fact that the market was generally in a state of uncertainty, the bank statement, People's Gas, the local traction, and the steel stocks were all notably weak, and large losses were registered in a number of shares which have not been traded in during the recent declines.

Some effort was made to rally prices after the bank statement, but it failed to show the expected easy expansion in loans, but it was successful only in isolated instances. The close generally was unsettled, and net changes were mixed. The report of the mercantile agencies confirmed the feeling that the business reaction had not yet reached its limits, and that opinions expressed in the Senate yesterday of the possibility of foreign aid, and the account of the Monroe Doctrine, as applied to the Danish West Indies, were cited by the bears as further ground for speculative depression. The report of the mercantile agencies confirmed the feeling that the business reaction had not yet reached its limits, and that opinions expressed in the Senate yesterday of the possibility of foreign aid, and the account of the Monroe Doctrine, as applied to the Danish West Indies, were cited by the bears as further ground for speculative depression.

STOCKS IN LONDON.

LONDON, 30 days, 4 5/8; sterling on London, 100 shillings, 64.17 1/2.

NEW YORK STOCK MARKET.

Uncertain and Febrile Tone. With Manifest Desire to Sell. NEW YORK, May 12.—The tone of the trading in stocks was feverish and uncertain today, and the disposition to sell was still evident.

DAILY TREASURY STATEMENT.

WASHINGTON, May 12.—Today's statement of the Treasury balances in the general fund, exclusive of the \$74,000,000 gold reserve in the division of redemption, is as follows: Available cash balance, \$41,482,707.70; gold, \$74,000,000.00.

FOREIGNERS IN JAPAN.

Uncasy in Regard to Recent Court Decisions. YOKOHAMA, April 25.—The feeling of alarm among the foreigners with regard to their being placed under Japanese jurisdiction has been increased by the recent decision of a native court in the case of the Kobe Water Works Company, involving a sum of 200,000 yen. The decision was given against Mr. Morse, of the American Trading Company, who had sued the water works for non-fulfillment of the terms of a loan made by him to the water works.

WENT THROUGH A BRIDGE.

LORDSBERG, N. M., May 12.—A wreck occurred on the narrow-gauge road running between this place and Clifton, in which Engineer Schmittman, Fireman Afee and four tramps were instantly killed and nine carpenters were more or less seriously injured. One of the engine and seven cars were demolished. The wreck occurred at a point near Clifton, which is 80 miles north of here. A bridge, which was burned out a few weeks ago, was being repaired by a bridge gang. Several of the men were on the bridge when it collapsed. The engineer of the train was not on the bridge when it collapsed.

MADE A DIFFERENCE.

Lady of the house—I cannot employ you because you were everywhere discharged for sardropping, even at my friend's, the wife of the Councilor.

WENT THROUGH A BRIDGE.

LORDSBERG, N. M., May 12.—A wreck occurred on the narrow-gauge road running between this place and Clifton, in which Engineer Schmittman, Fireman Afee and four tramps were instantly killed and nine carpenters were more or less seriously injured. One of the engine and seven cars were demolished. The wreck occurred at a point near Clifton, which is 80 miles north of here. A bridge, which was burned out a few weeks ago, was being repaired by a bridge gang. Several of the men were on the bridge when it collapsed. The engineer of the train was not on the bridge when it collapsed.

MADE A DIFFERENCE.

Lady of the house—I cannot employ you because you were everywhere discharged for sardropping, even at my friend's, the wife of the Councilor.

WENT THROUGH A BRIDGE.

LORDSBERG, N. M., May 12.—A wreck occurred on the narrow-gauge road running between this place and Clifton, in which Engineer Schmittman, Fireman Afee and four tramps were instantly killed and nine carpenters were more or less seriously injured. One of the engine and seven cars were demolished. The wreck occurred at a point near Clifton, which is 80 miles north of here. A bridge, which was burned out a few weeks ago, was being repaired by a bridge gang. Several of the men were on the bridge when it collapsed. The engineer of the train was not on the bridge when it collapsed.

MADE A DIFFERENCE.

Lady of the house—I cannot employ you because you were everywhere discharged for sardropping, even at my friend's, the wife of the Councilor.

WENT THROUGH A BRIDGE.

LORDSBERG, N. M., May 12.—A wreck occurred on the narrow-gauge road running between this place and Clifton, in which Engineer Schmittman, Fireman Afee and four tramps were instantly killed and nine carpenters were more or less seriously injured. One of the engine and seven cars were demolished. The wreck occurred at a point near Clifton, which is 80 miles north of here. A bridge, which was burned out a few weeks ago, was being repaired by a bridge gang. Several of the men were on the bridge when it collapsed. The engineer of the train was not on the bridge when it collapsed.

MADE A DIFFERENCE.

Lady of the house—I cannot employ you because you were everywhere discharged for sardropping, even at my friend's, the wife of the Councilor.

WENT THROUGH A BRIDGE.

LORDSBERG, N. M., May 12.—A wreck occurred on the narrow-gauge road running between this place and Clifton, in which Engineer Schmittman, Fireman Afee and four tramps were instantly killed and nine carpenters were more or less seriously injured. One of the engine and seven cars were demolished. The wreck occurred at a point near Clifton, which is 80 miles north of here. A bridge, which was burned out a few weeks ago, was being repaired by a bridge gang. Several of the men were on the bridge when it collapsed. The engineer of the train was not on the bridge when it collapsed.

MADE A DIFFERENCE.

Lady of the house—I cannot employ you because you were everywhere discharged for sardropping, even at my friend's, the wife of the Councilor.

CHINA'S FOREIGN TRADE.

ASTONISHING DEVELOPMENT IN NEARLY ALL BRANCHES. Building of Railroads is the Greatest Factor in the Improved Order of Affairs. China's foreign trade, and especially her trade with the United States, developed very rapidly in 1899, as is shown by a statement just received by the Treasury Bureau at Statistics. The statement in question, from the "Returns of Trade," by the Imperial Maritime Customs Service, shows that the total value of the trade with the United States in 1899 was \$118,000,000, and that in 1900 it was \$130,000,000. The increase in the trade with the United States in 1900 was \$12,000,000, or 10 per cent. The total value of the trade with all countries in 1899 was \$1,100,000,000, and in 1900 it was \$1,200,000,000. The increase in the trade with all countries in 1900 was \$100,000,000, or 9 per cent.

The foreign trade of China during the year 1899 was characterized by an astonishing development, and merchants, both foreign and native, made handsome profits in almost every branch. The political situation, although still unsettled, gave rise to no immediate fears; exchange remained remarkably steady; the rice crop was abundant; the Spring weather during the critical period for the silk worms was unusually favorable, and except for a recrudescence of piracy on the West River, there were no disturbances to check trade. The gratifying result was that the year beat all previous records in the value of the trade with the United States. The total trade value was valued at \$118,000,000, and \$122 in 1899, a rise of \$4,000,000, and \$122 in 1899, a rise of \$4,000,000, and \$122 in 1899, a rise of \$4,000,000.

The present ease of money is regarded in an unfavorable light, as a reflection of the diminished trade in the interior, but it affords means for meeting the present demand for money for Europe, and on the other hand, should tend to revive in the interior with the lower price of commodities and the money market become more active, any tendency to foreign trade might become embarrassing. The volume of American credits now placed in foreign loans makes the home money market somewhat ever sensitive to the course of foreign markets. The statements for the past week for the great government banks abroad show that money conditions there are easier for the time being, in spite of the stronger position of the institutions. Bonds reacted in sympathy with stocks, and subsequently showed some recovery. United States refunding is, when issued, and old bonds declined 1/2 and new 3/4 in the bid price.

NEW YORK FINANCES.

Bank Statement Shows First Loan Decrease in Six Weeks. NEW YORK, May 12.—The New York Financier says: After a continuous expansion in loans, which lasted over six weeks, and added \$10,000,000 to the total of the New York banks, the clearing-house institutions reported May 12 a decrease of \$37,500 in the loan item. The decrease is of small moment, but it is a notable sterling to the first decline in the course of operations which have been a constant factor in the weekly report for a considerable period. The assertion has been made that the New York banks are not so liberal in extending credit as they were in the past. This is a plain interpretation of the fact that they are not so liberal in extending credit as they were in the past. This is a plain interpretation of the fact that they are not so liberal in extending credit as they were in the past.

GRAIN TONNAGE IN THE RIVER.

Table with columns: Name, Flag and rig, Master, From, Agents or Charterers, Berth. Includes entries for April 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, May 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31.

GRAIN TONNAGE EN ROUTE TO PUGET SOUND.

Table with columns: Name, Flag and rig, Master, From, Agents or Charterers, Berth. Includes entries for April 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, May 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31.

GRAIN TONNAGE ON PUGET SOUND.

Table with columns: Name, Flag and rig, Master, From, Agents or Charterers, Berth. Includes entries for Mar. 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, Apr. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, May 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31.

FOREIGNERS IN JAPAN.

Uncasy in Regard to Recent Court Decisions. YOKOHAMA, April 25.—The feeling of alarm among the foreigners with regard to their being placed under Japanese jurisdiction has been increased by the recent decision of a native court in the case of the Kobe Water Works Company, involving a sum of 200,000 yen. The decision was given against Mr. Morse, of the American Trading Company, who had sued the water works for non-fulfillment of the terms of a loan made by him to the water works.

WENT THROUGH A BRIDGE.

LORDSBERG, N. M., May 12.—A wreck occurred on the narrow-gauge road running between this place and Clifton, in which Engineer Schmittman, Fireman Afee and four tramps were instantly killed and nine carpenters were more or less seriously injured. One of the engine and seven cars were demolished. The wreck occurred at a point near Clifton, which is 80 miles north of here. A bridge, which was burned out a few weeks ago, was being repaired by a bridge gang. Several of the men were on the bridge when it collapsed. The engineer of the train was not on the bridge when it collapsed.

MADE A DIFFERENCE.

Lady of the house—I cannot employ you because you were everywhere discharged for sardropping, even at my friend's, the wife of the Councilor.

WENT THROUGH A BRIDGE.

LORDSBERG, N. M., May 12.—A wreck occurred on the narrow-gauge road running between this place and Clifton, in which Engineer Schmittman, Fireman Afee and four tramps were instantly killed and nine carpenters were more or less seriously injured. One of the engine and seven cars were demolished. The wreck occurred at a point near Clifton, which is 80 miles north of here. A bridge, which was burned out a few weeks ago, was being repaired by a bridge gang. Several of the men were on the bridge when it collapsed. The engineer of the train was not on the bridge when it collapsed.

MADE A DIFFERENCE.

Lady of the house—I cannot employ you because you were everywhere discharged for sardropping, even at my friend's, the wife of the Councilor.

WENT THROUGH A BRIDGE.

LORDSBERG, N. M., May 12.—A wreck occurred on the narrow-gauge road running between this place and Clifton, in which Engineer Schmittman, Fireman Afee and four tramps were instantly killed and nine carpenters were more or less seriously injured. One of the engine and seven cars were demolished. The wreck occurred at a point near Clifton, which is 80 miles north of here. A bridge, which was burned out a few weeks ago, was being repaired by a bridge gang. Several of the men were on the bridge when it collapsed. The engineer of the train was not on the bridge when it collapsed.

MADE A DIFFERENCE.

Lady of the house—I cannot employ you because you were everywhere discharged for sardropping, even at my friend's, the wife of the Councilor.

WENT THROUGH A BRIDGE.

LORDSBERG, N. M., May 12.—A wreck occurred on the narrow-gauge road running between this place and Clifton, in which Engineer Schmittman, Fireman Afee and four tramps were instantly killed and nine carpenters were more or less seriously injured. One of the engine and seven cars were demolished. The wreck occurred at a point near Clifton, which is 80 miles north of here. A bridge, which was burned out a few weeks ago, was being repaired by a bridge gang. Several of the men were on the bridge when it collapsed. The engineer of the train was not on the bridge when it collapsed.

MADE A DIFFERENCE.

Lady of the house—I cannot employ you because you were everywhere discharged for sardropping, even at my friend's, the wife of the Councilor.

WENT THROUGH A BRIDGE.

LORDSBERG, N. M., May 12.—A wreck occurred on the narrow-gauge road running between this place and Clifton, in which Engineer Schmittman, Fireman Afee and four tramps were instantly killed and nine carpenters were more or less seriously injured. One of the engine and seven cars were demolished. The wreck occurred at a point near Clifton, which is 80 miles north of here. A bridge, which was burned out a few weeks ago, was being repaired by a bridge gang. Several of the men were on the bridge when it collapsed. The engineer of the train was not on the bridge when it collapsed.

CHINA'S FOREIGN TRADE.

ASTONISHING DEVELOPMENT IN NEARLY ALL BRANCHES. Building of Railroads is the Greatest Factor in the Improved Order of Affairs. China's foreign trade, and especially her trade with the United States, developed very rapidly in 1899, as is shown by a statement just received by the Treasury Bureau at Statistics. The statement in question, from the "Returns of Trade," by the Imperial Maritime Customs Service, shows that the total value of the trade with the United States in 1899 was \$118,000,000, and that in 1900 it was \$130,000,000. The increase in the trade with the United States in 1900 was \$12,000,000, or 10 per cent. The total value of the trade with all countries in 1899 was \$1,100,000,000, and in 1900 it was \$1,200,000,000. The increase in the trade with all countries in 1900 was \$100,000,000, or 9 per cent.

The foreign trade of China during the year 1899 was characterized by an astonishing development, and merchants, both foreign and native, made handsome profits in almost every branch. The political situation, although still unsettled, gave rise to no immediate fears; exchange remained remarkably steady; the rice crop was abundant; the Spring weather during the critical period for the silk worms was unusually favorable, and except for a recrudescence of piracy on the West River, there were no disturbances to check trade. The gratifying result was that the year beat all previous records in the value of the trade with the United States. The total trade value was valued at \$118,000,000, and \$122 in 1899, a rise of \$4,000,000, and \$122 in 1899, a rise of \$4,000,000, and \$122 in 1899, a rise of \$4,000,000.

The present ease of money is regarded in an unfavorable light, as a reflection of the diminished trade in the interior, but it affords means for meeting the present demand for money for Europe, and on the other hand, should tend to revive in the interior with the lower price of commodities and the money market become more active, any tendency to foreign trade might become embarrassing. The volume of American credits now placed in foreign loans makes the home money market somewhat ever sensitive to the course of foreign markets. The statements for the past week for the great government banks abroad show that money conditions there are easier for the time being, in spite of the stronger position of the institutions. Bonds reacted in sympathy with stocks, and subsequently showed some recovery. United States refunding is, when issued, and old bonds declined 1/2 and new 3/4 in the bid price.

NEW YORK FINANCES.

Bank Statement Shows First Loan Decrease in Six Weeks. NEW YORK, May 12.—The New York Financier says: After a continuous expansion in loans, which lasted over six weeks, and added \$10,000,000 to the total of the New York banks, the clearing-house institutions reported May 12 a decrease of \$37,500 in the loan item. The decrease is of small moment, but it is a notable sterling to the first decline in the course of operations which have been a constant factor in the weekly report for a considerable period. The assertion has been made that the New York banks are not so liberal in extending credit as they were in the past. This is a plain interpretation of the fact that they are not so liberal in extending credit as they were in the past. This is a plain interpretation of the fact that they are not so liberal in extending credit as they were in the past.

GRAIN TONNAGE IN THE R