## **RECORD STILL GOOD**

Portland's Fine Showing as a Wheat Exporting Point.

### DECREASE ON PUGETSOUND IS LARGE

Oregon Metropolis Has Handled Larger Proportion of Shipments This Season Than Last-Notes.

For the first 19 months of the present cereal year Portland has shipped more than 9 per cent of all the wheat that was shipped from the United States. During the same period last year we shipped but 74 per cent of all that was exported from the United States. There has been a heavy falling off in all ports, but the last statement of the Bureau of Statistics, giving the detailed shipments by rival ports, shows that Portland has decline less than her competitors. For the first 10 months of the season Puget Sound has shipped but 31/2 per cent of the total amount set affont from all ports, while for the same period in the previous season she shipped over t per cent, thus showing a loss propornately where Portland showed a gain, although neither of the ports have shipped as much this season as they did last. The figures in detail for all ports, as compiled by the Government authorities, are

T-GIT				*****
	3	day	100	-
- 1	thron.			1859.
Part de	ann.		62	#D09

	20.1k	y 1-
Port- New York	1900.	1859.
New York	18,549,120	37,838,445
Galveston	12,250,174	13,384,411
Boston and Charlestown		11,922,551
San Francisco	8,538,154	2,780,040
Portland, Or	7,603,395	9,266,554
New Orleans	1,100,507	11,000,001
Baltimore	6,800,1aI	13,986,003
Superior	8,662,2.1	3,261,9:2
Philadelphia	3,004,233	5,,80,633
Puget Sound		
Duluth	1,864,854	
Newport News		
Mobile		
Norfolk and Portsmouth		
Other districts	2,3.3,9.3	3,651,256
The state of the s	And indicate facilities	The Mark work

from all ports were as follows:	
1900.	1899.
Galveston 1,157,760 Ban Francisco 973,938	
New York 922.549	1,148,24
Boston and Charlestown 760,:21	
New Orleans 651,231	
Portland, Or 509.561	663,154
Philadelphia	92,687
Baltimore 360,295	418,554
superior ver received 205,001	50
Newport News 137,902	205550
Norfolk and Portsmouth	4,600
Other districts 685,241	300,284
Order districts ped'541	4.7,405
Totals 7,406,649	4,630,228

### STRUCK THE SPIT.

#### Gasoline Schooner Monterey in Trouble at Coos Bay.

MARSI ELD, Or., May 19.—The gaso-tien boat Monterey, while crossing Coos-Bay her this morning, her machinery be-coming disabled, struck on the South Spit and was roughly handled. She lost her deckload, and the masts went by the board. After striking she drifted back into the channel, and was afterwards picked up by the tug Columbia.

The Monterey was loaded with lumber for San Francisco, and was owned by the E. B. & A. L. Stone Supply Company, of Oakland, Cal.

She is now laying at the stave mill dock. one mile below Marshfield. She is in a water-logged condition, and her spars are gone; also, about 40,000 feet of her deck-The crew escaped without injury, but they had a hard struggle for their lives among the breakers. The cause of the accident was the shipping of a sea which disabled her machinery and left her to the mercy of the waves. The amount of mage cannot be ascertained until she is on the drydock here.

#### NOME CITY EN ROUTE. New Alaska Liner Sailed From the

Bay City Yesterday.

The new steamer Nome City, just out of the builders' hands, sailed from San Francisco for Portland yesterday, and on arrival at this port will take aboard a full cargo of freight and passengers for the Alaska gold fields, in whose honor she was christened. The steamer was measured at San Francisco Wednesday, and her dimensions, as reported by the Gov-ernment surveyor, sre: Length, 230 feet; beam, 28 feet; depth of hold, 23.5 feet; beam, 35 feet; depth of hold, 23.5 feet; gross tohnage, 1890; net tonnage, 1294 tons. Her official number is 129,850, and her signal letters K. P. V. E. She was built at Fairhaven, Cal., by H. D. Bendixen, and will be commanded by Captain Levinson, formerly master of the steamer Fulton, which was on the Portland and San Practices route in the scenario of the San Francisco route in the service of the California & Oregon Coast Steamship

steamer Despatch, which is also to leave Portland for Cape also sailed from San Francis

## FOUR NOME SHIPS.

#### Northward Rush Is Now Well Under Way.

SAN FRANCISCO, May 19.—Four ves-sels salled today for Alaska, the steam-ers Homer, Nome City, San Blas and Centennial The passengers of the Homer will leave the vessel at Dutch Harbor, as the vessel is under contract to carry mail to all Alaskan points. The Nome

City only took away about a dozen passengers. From here she goes to Portwhere 400 gold hunters await her. The San Blas goes to Seattle to load passengers and freight for Nome. The Centennial also goes to Seattle, where she will load freight and passengers for the gold fields. The Zealandia will sail Monday for Nome direct, with 750 passen-gers; the Sequola will get away Tuesday. and then every day thereafter for a week re steamers will join the

## THE BUBONIC SCARE.

Steamer Queen Inspected by Health Officer at Port Townsend.

PORT TOWNSEND, Wash., May 15.antine officer, H. M. Foster made a thorough inspection of the steamship Queen, arriving from San Francisco today, for indications of bubonic plague. He has also received instructions to inspect all respects an instructions to inspect all vessels arriving from that port, whether coming direct or via British Columbia ports. All vessels are required to come to Port Townsend for inspection. According to Dr. Foster, San Francisco has not been officially declared an inferted. been officially declared an infected port, but the inspection of vessels is a precau-tionary measure to prevent all possibility of the plague reaching this section from infected Chinese quarters in San Fran

## The Tanner Floated.

PORT TOWNSEND, Wash., May 19. Brig Tanner was successfully floated this evening at 9 o'clock and towed to an an-chorage here by the tug Boyden. The extent of damages sustained by the brig has not been ascertained.

Sailed for Nome. TACOMA, May 19.-The steamer Senstor sailed for Cape Nome at noon, with 500 passengers. The steamers Olympia, Allance and Lakme are to sail late this afternoon with 500 men. The Garonne and the structure of the state of the structure of the st

Oregon will tomorrow with 1000 passen-gers. Five other steamers sail the first three days of next week with an aggre-gate of 2000 passengers. Most of these vessels stop at Senttle the afternoon after leaving Tacoma.

### Marine Notes.

The Oriental liner Argyll finished dis-charging yesterday, and shifted down to the lower harbor to commence loading her outward cargo.

The British bark Forthbank left down yesterday morning, and the Sylfid is in the stream ready to follow tomorrow. The John Cooke is still at Astoria. The Lizzie Bell arrived up from As-toria yesterday noon, after a very fast trip. She left Astoria at 7:30 Friday evening, and kept under way the greater part of the night.

The steamer Columbia is due from San Francisco this morning, and the matter of her being held up at quarantine at Astoria is still in doubt. In the absence of official knowledge of the plague in San Francisco she may be permitted to continue her journey.

#### Domestic and Foreign Ports.

ASTORIA, May 19.—Condition of bar at P. M., rough; wind west; weather clear. San Francisco, May 18.—Arrived— Steamer State of California, from Port-land; schooner Enterprise, from Tilla-mook. Arrived May 18.—Schooner James A. Garfield; schooner Gotama, from Coos A. Garfield; schooner Gotama, from Coos Bay; schooner Amethyst, from Waldport. Salled—Steamer Nome City, for Portland; steamer Despatch, for Portland; schooner Viking, for Golovan Bay, by way of Coos Bay; schooner Queen, for Gray's Hirbor; steamer Homer, for Alaska; steamer Willamette, for Seattle; steamer San Blas, for Vancouver; steamer Universe, for Chemains.

Chemainus.

New York, May 18.—Arrived—Minneapolis, from London; L'Aquitain, from Hawe; St. Louis, from Southampton.
Sailed—Graf Waldersee, for Hamburg; Campania, for Liverpool; Massdam, for Rotterdam; Werra, for Genoa; Mosominee, for London; Furnessia, for Glasgow, Hamburg, May 19.—Arrived—Batavia, from New York.

from New York. Genoa, May 19 .- Arrived-Georgic, from Hong Kong, May 19.—Arrived previously—Doric, from San Francisco.
Liverpool, May 19.—Sailed—Lidiania, for

Havre, May 19.—Sailed—La Touraine, for New York. Southampton, May 19 .- Arrived-Fried-

erich der Grosse, from New York for Stemen. Cherbourg, May 18.—Sailed—New York, for New York. from Southampton for New York. Boston, May 19.—Arrived-Ultonia, from

Liverpool.
Philadelphia, May 19.—Sailed—Rhynland, for Liverpool.

Queenstown, May 19.—Arrived—Eteuria,
from New York for Liverpool.

Bremen, May 19.—Salied—Barbarossa,
for New York, via Southampton.

Liverpool, May 19.—Arrived—Etruria,
from New York.

from New York.

Moville, May 19.—Sailed—City of Rome, from Glasgow for New York. Spoken.

May 16, 50 north, 12 west, French bark Louis Pasteur, from Oregon for Queens-May 2, 5 north, 20 west, German bark Edmund, from Hamburg, for Santa Rosaila.

AT THE HOTELS. THE PORTLAND.

Jos L Elsendrath, Chigh F Tortman, San Fr M Rosenblum, Chicago, Frank M Evans, S F H Stephenson Smith, San Francisco Alfred Alderdice, Belfant, Ireland Wm Russell, Denver T J Lesber, Lansing F H Green, Aberdeen F A Ogden, Madison, Wis C Bobertson, Seattle Mrs H R Robertson, Go J Ottenbeimer, Chicago S Straus, San Francisco W A Magarey, Adelaide, S A H O Drummond, London G S Randebush, St L J E Telling, Chicago L L Rosenthal, do J S Randebush, St L J E Telling, Chicago L L Rosenthal, do J S Rickey, Middleton, O F H Medisury, N Y Max Hilbrouner, S F C Jacobs, Oregon Cy E H Stakey, Denver F L L, The Car, A D C L, The Car, A D C L, The Cay, THE PORTLAND.

THE PERKINS

THE PERKINS.

W H Weber, Walla W J C Bingher, San Fr H H Warner, do
O S King, Walla W J C Bingher, San Fr F E Afkins, Palmer, Or
O H Fithlan, St Louis John Feterson, do
J W Kivers, Salem
W S Stone, Astoria
W S Stone, Astoria
Will Clayson, Seattle M Engle, Omaha
Will Clayson, Seattle M Engle, Omaha
Will Clayson, Hood K
Miss Agnes Belant, do
C E Dason, Hood K
Miss Agnes Belant, do
C E Dason, Hood K
Miss Many Bolant, do
C E Dason, Hood K
Miss Mina Jeek do
T W McEly, N City A Springer, Galesburg, Ill
burg, Ill
burg, Ill
burg, Ill
burg, Ill
c San Fran
O Ralston, La Grande
T W McEly, do
O E Pardee, Chicago
O C Fendason, Hoogulam
J H Cook, Cooksburg,
Pa
N Bangs, Duluth
John Galom Centralia

J H Cook, Cooksburg.

Pa
W Heine, Oliva Min
P W Heine, Oliva Min
P W Heine, Oliva Min
W G Hopkins, Aberdeen
Mrs P W Heine, do
Robt E Tunistali, Kalama, Wash
H N Aidrich, do
Harry T Booth, Bak C J W Ganer, Astoria
W E Patrie, Boise
W M F Ratrie, Boise
W E Rottie, Morentie, Mortie, Mortie, Mortie, Boise
W E Rottie, Mortie, Boise
W Hotter, Wash
W G Hopkins, Aberdeen
M Murray, St Louis
R Markham, I W G Hopkins, Aberdeen
M Murray, St Louis
R M Murray, St Lou

THE IMPERIAL.

C. W. Knowles, Manager.

J. Rosch, Minn
Miss Rosch, Minn
John A Parks, Chicago
D Devine, San Frant
Al Hay, La Grande
L. L. Rosenthal, Chgo
F. J. Fortaine, M. A. C.
John Hunt.

do
Joseph McElroy, de
W Castello, de
W Minnville
W Harnill, St Paul
M Hamill, St Paul
M THE IMPERIAL.

THE ST. CHARLES.

E Thompson, San Fr Charence Coe, Newberg L T Dewey, Newberg F Frisco, Newberg B Hay, Seattle Mrs Hay, Seattle Mrs Hay, Seattle H T Covington, Moscow, Idaho A Modilivray, do J B Lonegin, Clatskanie J B Stevenson, do M B Reed, N Tambill C Coulson, N Yambill C Coulson, N Yambill E Hower, Corvallis E H THE ST. CHARLES.

Hotel Branswick, Seattle, European; first class. Rates, 75c and up-block from depot. Restaurant peat door.

MONEY IS ABUNDANT

six days, but this is due to local causes. The deposit item is 11,574,000 higher, and the week closed with a reserve of 11,222,500 in exous of the previous statement, making the total surplus \$16,556,125. There is reason to believe that the gold export movement is at an end, and as Western banks are reporting a remarkably easy condition of the money market, the inference is that New York will receive some heavy currency shipments before the crop season opens.

OUTLOOK FAVORS A GOOD YEAR

New York Stock Market Review—
Weekly Bank Statement—Foreign Financial News.

The most noticeable feature in local
financial conditions last week was the
abundance of money. Banks have more
than they know what to do with more
than they know what to do with more
than they want, in fact, on deposit, for
they are naturally dependent on their opens.

#### TONNAGE EN ROUTE AND IN PORT.

Vessels Chartered or Available for Grain Cargoes From the Northwest.

FOR PORTLAND.

Safled	Name.	Flag and rig.	Master.	Tons	From.	Days out	Consignees
Mar. 251M	arechal Villers	Fr. bark	Rionald	170517	Montevideo		
Jan. 29 W		Br. ship	Nicell		alcutto	£ 211	P. F. M. Co
	lfeshire	Br. bark	Caddell	1281	Antwerp	192	B., G. & Co.
Feb. 12 P	enthesiles	Br. ship	Manson	1663 1	ondon		B., G. & Co.
Feb. 14 D	eccap	Br. ship	Barrett	1836 1	Hamburg	95	M., W. & Co
April 27 G		Br. bark	Putt		Ionolulu	23	
April 20 L	vdgate	Br. bark	Jones	2250 8	Shanghai	30	T., Y. & Co.
April 20 P	inmore	Br. bark	Maxwell	9286 7	Nagazoki	30	
	lice	Ger, mip	Kuhlmann		арап		
	ustralia	Br. bark	Jones	2097	Honolulm		
	enista	Br. ship	Hearn	1718 8	Shanghai		
	elcester Castle	Br. ship	Crowest	2009 5	Shanghas	1000	*************
N	esala	Ger, ship	Plander	1670 3	Clao Chou		
	iversdale	Br. ship	Griffiths		Hamburg	76	E. Baker
	onway	Br. ship	Ward		Shanghai		
	rankistan	Br. ahip	Atkinson	1900(1	Nagasaki		
X	Inhel Rickmers	Ger, ship	Bandelin		Hiogo	1	T., Y. & Co.
	realin	Br. ship	Tyers	1708 8	Shanghai		
IR	lekmer Rickmers	Ger, ship	Baake	1914	Hong Kong Nagasaki Shanghai		
	ligel	Ger, ship	Leopold	1879	Nagasaki	1000	
	emantha.	Br. ship	Crowe	2211 8	Shanghai		
	V. J. Pirrie	Br. bark	Jenkins	2516 8	Shanghal	1	
	Vest Lothian	Br. ship	Curtis		fong Kong	1	************
	inricch Castle	Br. ship	Findley	1502 7	Honelulu		
	irius	Ger, ship	Behring		Japan		
	obert Rickmers	Ger, ship	Rubarth	217413	Hogo		*************
	algate	Br. bark	Griffiths	2227 5	Shanghai		
	arl	Ger. bark			Honolulu		
C	an Macpherson	Br. ship	MeDonald	1586 (	ane Town		************
	tjorn		Ellingsen	1467	Honolulu		
	utherlandshire	Br. ship	Nicoli		Hong Kong		
	upiter	Dan, ship			Tsintau		************
	farion Lightbody	Br. ship	Cordinar		Newcastle	1	
	ithadale	Br. bark	Steven		Shanghai		*******
	owman B. Law	Br. bark	Gufilison	1258	Yokohama		
	rdenerals	Br. ship	Catros	1963 8	Sta. Rosalin.		************
	enturion	Br. ship	Collins	1704	Nagasaki		
	alcarnie	Br. ship	Jones	1700(8	Shanghal		************
	lga	Ger. bark	Engel	1340 5	sta. Rosalia		
	sterbek	Ger. bark	Gleseke	1510	Kise Chou	1	
P	ort Caledonta	Br. bark	Anton		Sta. Rosalia		
	echmont	Br. ship	Elstan		Honolulu		***********
	ueen Victoria	Br. ship	Hayden	1687].			***********
	stracana	Br. ship	Griffithe		Hamburg		M., W. & Co
	Jucipara	Br. bark	Witt		Hamburg		M., W. & Co.
	ndreta	Br. ship	Ritche		Yokohama.		***********
	ounty Edinburgh	Br. ship	Tode		Shanghal		
	Surope	Fr. bark	Muller		Grimsby		APPROXITE PROPERTY
I	angdale	Br. ship	Hunter	1889	Liverpool	****	B., G. & Co.
	Vorma	Br. bark	McDonnell	1999	Hong Kong		***********
	Somia .	Ger, hark	Rowehl	1935	Klao Chou		

	6	RAIN TON	NAGE IN	THE	RIVER.		
Arrived.	Name.	Flag and rig.	Master.	Tons	From.	Agents or Charterers.	Berth.
April 21 April 22 May May May 14 May 14 May 14	John Cooke Forthbunk Allerion Syind Dovenby Hall Argus East African St. Mirren Lizzle Bell	Br. ship Br. bark Br. ship Rus. ship Br. ship Br. ship Br. ship Br. bark Br. ship	Magee Paterson Toye Ahlwik Wickham Hunter Decent Wilkins Whelan	1382 1 1938 1 1498 1 1898 8 1543 7 1588 1 1855 7	Shanghai Honolulu Hong Kong Hlogo Shanghai Antwerp Honolulu Yokohama Liverpool	G. W. McN. Port. G. Co. K. G. & Co. K. G. & Co. Eppinger T. Y. & Co. K. G. & Co. Port. G. Co. M., W. & Co.	Stream Victoria Victoria Col. No. 1 Col. No. 1 Weidler's Greenwic

## GRAIN TONNAGE EN ROUTE TO PUGET SOUND.

Basled	Name.	Fing and rig.	Master.	Tons	From.	Days out	Consignees
Jan. 31 II  Jan. 25 H  Mar. 12 C  Mar. 12 G  Mar. 13 G  April 26 H  Mar. 30 R  Mar. 30 R  Mar. 30 R  Mar. 14 L  C  May 15 G  May 15 G	Vanderer abul lenard orteviot lenriette	Br. ship Br. ship Br. ship Br. ship Br. bark Br. bark Br. ship	Stevenson Lever Harris Tupman Tonkin Johnson Turner Gilmour Seeman Hansen Dixon Hashagen Anderson Doty Swan Balfour Melkie Corning Fraser Hunter	1997 1998 1997 17177 1897 1786 1602 1477 1916 1857 1127 1519 1406 2008 11906	London Liverpool Hamburg Liverpool Shanghal Rotterdam Antwerp Antwerp Cardiff Hamburg London Liverpool Antwerp Japan London Cardiff Cheefoo Shanghal Hong Kong Sta, Rosalia	113 108 51 21 20 45	M., W. & Co. M., W. & Co. M., W. & Co. Robt. Ward B., G. & Co.

	G	BAIN TO	NNAGE ON	PUG	ET SOUND		
Arrived.	Name.	Flag	Master.	Tons	From.	Agents or Charterers.	Berth.
April 5 April 24 April 24 May 8	Achnashle Elginshire Mount Stuart Ch Cotesworth Shandon Rhuddlan Cast	Br. bark Br. ship Br. ship Br. bark Br. ship Br. ship	Longmuir Hannah Olsen Griffith Beard Roberts	2008 1158 1931 1297	Liverpool Liverpool London Guatemala Cardiff Cardiff	K., G. & Co. R. P. Rither M. W. & Co McNear R. P. Rither B., G. & Co.	Victoria Tacoma Tacoma Esquimal

loans and discounts for their income. The stringency, even with a Presidential elecrapidly as the deposits, and while this state of affairs increases what may be called the factor of safety in trade, it is not altogether welcome to the financial institution.

The cause of the rapid growth of deposits, however, is one which bodes much good to the business of the Northwest. It is the steady influx of money from outside the state. Men with money to invest in farm lands, in timber lands, and in many business enterprises, are coming into Portland and bringing their money with them. Deposits ranging from 12000 to \$10,000 are made every day by newcomers, and other Eastern men are sending noney to be invested by agents in Portland. All this money is going into the banks, and as the business houses have all they need, comparatively little is going

out Such a state of affairs, however, will not be for long. The money which is here for investment will soon be employed, and with the development of farms mines, much money will be required and will be available. Bankers find the situation a most hopeful one, and look forward to one of the best years in the history of Portland.

#### NEW YORK FINANCES. Movement of Interior Funds to City

Causes Gain in Cash. NEW YORK, May 19.-The Financier

The changes in the totals of the clearing house banks for the week ending May 19 are unimportant. The principal feature is a gain of \$1,556,000 in cash, due principally to the movement of interior funds to this center. Pension payments by the Treas-ury offset the gold withdrawn for export, and the banks really ended the week as ereditors in this respect. The rapid rise in the loan total noted over the last two months is seemingly at an end.

Following a small decrease for the week ending May 12 the banks have made a state of the week says:

The city was seized with Mafeking in-

slight expansion of \$743,000 during the lest | sanity today, and the saturnalia exc

loans and discounts of the local banks tion impending, is out of the question.

At any rate, conceding that domestic are not large, but are not growing as At any rate, conceding that domestic and applies of currency should be absorbed supplies of currency should be absorbed in various ways, it will be an easy mat-ter to recall some of the immense sums now being loaned to Europe or due on current trade belances. The very fact that marchandise exports have exceeded that merchandise exports have exceeded imports in three years by nearly \$1,500,000, 000 shows that gold imports can be forced at any time. The weekly bank statement is as fol-

 
 Loans, Increase
 743,306

 Specie, increase
 1,138,401

 Legal tenders, increase
 427,900
 Banks now hold \$16,555,225 in excess of the requirements of the 35 per cent rule. Weekly Bank Clearings.

The bank clearings for the principal cities of the Northwest for the week ending Saturday. May 19, were as follows: Totals .....\$1,570,347 \$2,316,606 \$1,017,700 The dearings for the corresponding weeks in previous years were as follows: | 1890 | Portland. | Seattle. | Tacome. | 1890 | \$1.482.817 | \$2.000.802 | \$107.290 | 1896 | \$1.907.790 | 1900.800 | \$01.347 | 1897 | \$100.005 | \$453.254 | \$353.300 | The clearings yesterday were as follows:

Exports and Imports. NEW YORK, May 19.—Exports of gold and silver from this port to all countries for this week aggregate \$1,300,206 silver bars and coin and \$2,321,464 gold. The imports of epochs this week were \$34,375 gold and \$75,282 silver.

NEW YORK, May 19.—The Commercial Advertiser's London financial cablegram

ed even that following the relief of Lady-smith. The exchange was swimming in champagne and flag flouristing, trumpet blowing and patriotic anths ms superseden business. The tone was cheefful, but it was almost impossible to obtain prices.

doney. Exchange, Etc. SAN FRANCISCO, May 19.—Sterling on ondon, 30 days, \$4 855; do sight, \$4 354. Mexican dollars, 484,649c. Drafts-Sight, 15c; telegraph, 174c.

NEW YORK, May 12,-Money on call easy, 2 per cent; prime mercantile paper, 3564c per cent; sterling exchange, steady, with actual business in bankors, bliss at \$4 57464 SS demand, and at \$4 \$4564 SS 60 A signs as demand, and at 14 Marks, posted rates, 14 Styles St. Commercial bills, 14 Styles St. Silver certificates, 604,2604c. Mexican dollars, 674c. Government bonds, buoyant. State bonds, inactive. Railrond bonds, strong.

LONDON, May 19.-Money, 262% per cent. Consols, 191 11-16.

Daily Treasury Statement. WASHINGTON, May 19.-Today's etate ment of the Treasury bulances in the gen-eral fund, exclusive of the \$150,000,000 gold reserve in the division of redemption,

Stocks in London.

LONDON, May 19.—Atchison, 27%; Canadian Pacific, 86%; Union Pacific, preferred, 75%; Northern Pacific, 75%; Grand Trunk, 7%; Anaconda, 8%. 76%

United States Treasury Ahead. Until recently the Bank of Russia has led the world in its gold holdings. The Bank of Russia is to Russia what the United States Treasury is to the United States. Returns for May 1, compared with those of European banks for May 3, show that the United States Treasury has at last surpassed Russia in its stock of gold. On the 1st of May the gold in the United States Treasury amounted to \$25,387,371, or at \$5 to the pound sterling. 255,37,574. This compares with the totals in the national banks of Europe for May 2 as follows:

## NEW YORK STOCK MARKET.

Fairly Good Tone Was Maintained,

Despite Discouraging Factors. NEW YORK, May 19.—The stock market maintained a fairly good speculative tone today, in spite of the continued discouraging reports by the mercantile agencies over the course of commodity prices. Rail-road atocks generally are higher on the day to the extent of a fraction, and some of the specialties show larger changes. Sugar was the leader of the market, with-out any news to account for its strength, beyond the suggestive parallel that might be drawn between its case and that of the New York gas companies, whose cost-ly conflict seems to be ended. With the profitable period of the year approaching in the sugar trade, it is natural to supse that the incentive to settling a con test that takes away the profits of the

consolidated Gas reflected the pressure of speculative realizing, and the tobacco stocks showed signs of weakness. The lo-cal traction stocks continued strong. The market was largely one of specialties. There was some demand for the Vanderbilt stocks, apparently on the reported re-turn from Europe of William K. Vander-bilt, which was denied after the close. Union Pacific gained a large fraction. Burlington and Norfolk & Western halted in the advance which was the feature of yesterday's market, while traders took

The bond market showed a decided im provement, both in the volume of the de-mand and the prices brought. The sharp divance in Government bonds was, of course, in response to the announcement from Washington of the calling of the extended 2 per cents. Prices of railroad stocks have partly recovered this week the losses incurred last week. In the in-dustrial department of the stock list, on the contrary, there has been some formid-able inroads upon prices. Business has been largely in professional hands, and the volume of dealings has been less than 500,000 shares a day on an average. A large part of the demand was evidently from the bears, who had oversold the mar-ket on the previous decline. Professional tor in the advance. After the middle of the week, the market showed renewed tendency to sag with the satisfaction of the demand from the short interest, and with the efforts making to realize by pro-fessional traders who had turned bulls for

The London money market found unexpected relief by the receipt of \$5,000,000 in Russian gold, and this has resulted in some buying for London account in New York, which has been a sustaining influnce each day in the New York market. It has also resulted in alleviating the fears of a heavy drain of gold from New York to relieve the European money markets which might upset the home market.

Crop prospects are playing an imposing part in speculative considerations, and the firmness of Western railroad shares has been helped by this consideration. Wall street, nevertheless, was rather depressed and uncertain, due to the obvious fact that buying of commodities is still withheld in waiting for indications that bottom prices have been reached. The fact that investment buying of bonds

has been dull, in spite of low rates for money, has been a discouraging factor in the stock market. United States refunding 2s, when issued, advanced 1%; old 4s and 5s, 1½; new 4s, %, and the 2s and 3s ½ in the bid price.

## SUEZ CANAL BUSINESS.

Total Tonnage Last Year 9,893,022, the Largest in History.

Last year's business of the Suez Cana was the largest in its history, according to a report to the State Department from Vice-Consul General Hunter at Cairo. Vessels to the number of 3480 of a tonnage of 9,893,022 passed through the canal, paying for the privilege \$17,510,142. The United states stood 11th in the list of nations with only 25 ships, the same number that Turkey sent through the canal British vessels were the most num the number passing the canal bein The Germans came next with 378 French third with 223, the Dutch fourth with 26 and the Austrians fifth with 102, the remaining nations having each less than 100 ships to their credit,

## From "Lighter Movements From the Note

Book of Bishop Walsham How."
The Duchess of B— had an old Presbyterian nurse, who was once persuaded byterian nurse, who was once persuaded to attend the beautiful church they had built. The Duchese afterward asked her if it was not very beautiful, and she said, "Oh, yes; very." "And the singing," said the Duchess, "was not that lovely?" "Yes, your Grace," she said, "It was lovely; but it's an awfu' way of spending the Sabbath." A Scotch lady and her gardener used to worship together, not agreeing with any form of church doctrine. A friend remonstrated with her and asked, friend remonstrated with her and asked "Do you really think you and your gar-dener are the only two real members of the true church on earth?" to which she replied, "Well, I'm nae sae sure o' John." A Scotch minister from a large town one visited and preached in a rural parish and was asked to pray for rain. He diso, and the rain came in floods and de stroyed some of the crops, whereupon one elder remarked to another, 'This comes o' intrusting sic a request to a meenister who isna acquentit wi' agri-

## **EXPORT WHEAT BUSINESS**

VIEWS OF A MINNEAPOLIS EDITOR ON THE TRAPFIC.

Thinks the Element of Speculation Would Take Away the Breath

Mr. F. J. Clark, of the Northwestern Miller, of Minneapolis, is still giving his readers the benefit of life observations re-garding the wheat business of the Pacific Coast. In the last issue of his valuable

of an Eastern Banker.

paper, Mr. Clark discusses the expert bunness in the following manner: "The wheat business on the Const is carried on in an enurely different manner than in the East. The firms engaged in the trade are mostly old English houses, resident partners being in coarge here. resident partners being in charge here. The wheat, as well as other grain, is picked up in small lots from the interior and accumulated at ildewater until a cargo is got logether, and then it is loaded into a calling vessel and sent around the Horn to Liverpool or other foreign des-tination. The average time consumed in

thation. The average time consumed in reaching Laverpool is 126 days.

"The matter of contracting for vessel room for the grain is a special feature of the business. Such contracts have to be entered into three to six months before the vessel is in port, and since the rate has to be agreed upon that far in advance and is the vital point of the contract, fracture are successful. freights are quite a speculative com-modity. Often there are abnormal condi-tions, which advance or depress rates at certain times, but with this the exporter must be prepared to contend. In fact, there is an element of speculation permeating the whole business which would take away the breath of an Eastern banker who is used to loaning money to elevator or grain men only when there is a positive 'hedge' against their purchases or sales. For instance, an exporter may sell a cargo of wheat to sall six months hence. He probably does not possess the grain and will have to go out and buy it in small lots. Before he is able to purchase any considerable part of it, his competitors may have 'caught on' to the fact that he which the Eastern trade regards as so essential to a safe and conservative business. On the salling of a cargo, drafts are usually drawn on consignees at 60 days

aight. At neither Portland, Tacoma nor Seattle are there any regular grain exchanges, and prices are made by offerings back and for-ward between buyers and sellers. Under this 8/stem, prices vary greatly, it not infrequently being the case that in transac-tions quotations will differ fully ic per bushel. Portland has an official grain inspector, from whom buyers can have a certificate if they desire, and some foreign buyers avail themselves of the service. Washington has a State Inspector, and lepaties are stationed at Tacoma and "In Washington and Oregon the railroads

pursue a policy of encouraging competition in wheat buying at the various points on their lines. The elevator men complain about this and say that the situation is this respect is quite unlike that in Minne-sota and the Dakotas."

#### BRUMSH SHIPPING TRADE. Heavy Increase in the Prices of

Vennels. The April steamship circular of H. E. Moss & Co., of Liverpool, contains some very interesting figures regarding the

growth of the shipping trade abroad. It reads as follows:

The opinion that we expressed in our circular issued early last year, that 15% would be a profitable year for shipowners. was amply verified; and, apparently, this result was arrived at by other causes than the war in South Africa. The enormous quantity of tonnage chartered by the Govrnment has not caused the upward movement in freights which might have been expected from such a number of steam-ers being taken off the market; on the contrary, freights generally are lower to day than they were six months ago. Al-though this may be a disappointment to shipowners, it should be a matter of conplation to the rest of our co manipulation against the shorts was a fac. That such a number of large vessels could he diverted from their regular employ-ment, without causing any interruption of the regular lines, and without even causing an increase in freights, proves how enormous are the resources of this country in matters maritime; and this, even without laying stress on the excellent way in which the steamers chartered

by the government for troops and other purposes have done their work.

As regards shipbuilding in the United largest on record; 1,416,791 gross tons of a few trips of this kind will make the marchant shipping having been launched; ocean voyage more popular,

being an increase of 49,221 tons over the output of 1836. Of these 1,416,731 tons, 1,416,735 tons were built for British (United Kingdom and colonies) account, and had kingdom and colonies) account, and had kingdom and colonies account, and had significant for foreigners. Of the latter Germany was our best customer, having taken 8,657 tons, and Norway third, with 15,419 tons. The year 1939 commences with 1,38,731 tons of merchant shipping being under construction in the United Kingdom, this being about 190,000 tons less than at the corresponding period of 1839.

Prices for new vessels increased about 71% per cent during 1839, and at the end of the year we should say prices were about 71% per cent higher than they were at the highest point they reached in 1839, and about 37% per cent up from the lowest point in 1836. So far as we can see, prices are not at all likely to be lower during 1999; the builders, on an average, have

1900; the builders, on an average, have 12 months' work on hand, and the cost of production is very high, steel ship places, being a little over £8 per ton.

Continental shipbuffding is increasing very fast; the output in 1898 was about 250,000 tons of Merchant Shipping, 1896 it was about 470,000. Of this Germiny alonehas produced over 210,000 tons, as against

has produced over 210,000 tons, as against:
183,000 tons built by her in 1838.

There has been a brisk demand for second-hand steamers; a large number of them changed hands, and at very good prices. The construction of sailing ships in the United Kingdom was very small, but under the influence of the state bounties, a number of large sailing ships were constructed in France—M ships of 2000 tons, or larger, having been launched from the French yards during 1830.

Again we have to draw attention to the

Again we have to draw attention to the again we have to draw attention to the increase in the size of steamers built. At the head of the list is the Oceanic, of 17,274 tons, and both companies and tramp owners show an inclination, when ordering new boats, to have larger ones than previously. The new express steamer buildnew boats, to have larger ones than pre-viously. The new express steamer build-ing for the Hamburg-American Line, the Deutschland, is nearing completion, and, although smaller than the Oceanic, she will be faster—in fact, she is expected to be the fastest ocean steamer in the world—

#### THE CARRYING TRADE.

Subsidy Advocates Endeavor to Confuse It With Export Trade.

The subsidy advocates are at considerable pains to keep two distinct subjects as much confused as possible, says the New York Journal of Commerce. One of these is the sea carrying trade; the other is the export trade. As the result of this is short and run up the price. Again, he may have a cargo on the water unsold, in which case he is subject to losses that may result from prices declining below what he paid for the grain. At the best, the exporter is deprived of the protection the exporter is deprived of the protection which the Eastern trade restricts as a quently mistaken for reservis that American openity of the sea carrying trade: the other three there is the sea carrying trade: the other three t quently mistaken for regrets that American export are lacking. For example, the subsidies are quoting our Consul at Cheefoo as immenting the non-appearance of American merchant steamers. We are paying an enormous percentage of the value of the trade, he says, to allen flags for carrying our cargoes. "During recent years many new lines of steamers have been inaugurated on the Pacific Coast, allof them depending for support upon our cargoes; on the other hand, we show a constant and steady diminution of trans-Pacific shipping." It is clear from this that our cargoes are going out; the opportunities of shipment are increasing, for new lines have been established for the purpose of carrying out our rapidly grow-ing exports; it isn't any inability to ship goods that that consul deplores; it is that the goods are carried on foreign vehicles. The pay for transportation is going to foreigners, and the consul says it is enormous; but if it were enormous enough to be tempting to Americans they would so into the carrying business themselves. They keep out of it only because other business is more profitable. In some cases they do charter the foreign ships that carry American cargoes and so keep the profits under the Star Spangled Banner.

#### Tides at Astoria. (Week beginning May 2L)

DAY.	A. M	Height	P. M	Height
High water-	-		- 1	
fonday	5:39	7.4	6:50	7.5
uesday		7.0	7:40	8.2
Wednesday			\$:38	8.5
hursday	9:21	6.3	9:30	8.3
riday			9:30	9.3
saturday	11:25	7.0	11:07	
	12:20	7.1	11:53	9.6
Low water-				
donday		2.7	12:14	0.5
Cuesday			1:10	
Wednesday	2:14		2.10	
Thursday	3:20		3:11	1.8
riday	4:20		4:12	2.1
in turndinar	5-10	-0.5	E-06	

## State's Fast Run.

The steamer State of California made a rattling run on her last trip down. She left Portland at 8 o'clock Thursday even 'clock the next morning, reaching San Francisco at 6 o'clock last evening, 45 hours from dock to dock, including a twopurposes have done their work.

As regards shipbuilding in the United
Kingdom during 1899, the output was the

# Feel bad today?

Over-eating, working and drinking may have caused it, or you may have caught cold. Makes you feel mean — bad taste — and a headache. Go upon our advice just once and take



No mercurial or pill poison in CASCARETS, but an absolutely harmless, purely vegetable compound. Pleasant, palatable, potent. They taste good and do good. Get the genuine C.C.C. Any druggist, 10c, 25c, 50c. Take one now and

# Feel well tomorrow



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