

OCTOBER WHEAT EXPORTS

PORTLAND HOLDS HER PLACE NEAR THE HEAD OF THE LIST. Decided Gain Over Last Year—Steamships for Grain Loadings—Marine Notes.

The detailed monthly statement of the exports from all ports in the United States for the month of September has just been issued by the Bureau of Statistics, and as usual Portland is well up toward the head of the list. The wheat shipments of this city were exceeded by those of but four other ports and of those four, two were so close to Portland that the difference was but trifling.

Table with 3 columns: Port, 1899, 1898. Lists various ports and their wheat export statistics for 1899 and 1898.

For the nine months ending September 30, Portland is also in a conspicuous place near the head, there being but four ports in the United States that have shipped more wheat than was sent from this city.

Table with 3 columns: Port, 1899, 1898. Lists various ports and their wheat export statistics for the first nine months of 1899 and 1898.

THE WORLD'S SHIPPING.

United States Banks Next to Great Britain in Importance.

The new edition of Lloyd's Register has just appeared and contains some interesting statistics regarding the merchant marine of the world. It shows that notwithstanding the marvellous strides that have been made by Germany in maritime growth, the United States is still in second place.

ORIZABA IS TOTAL LOSS.

News Abandoned in Alaskan Waters—Government Cable Saved. SEATTLE, Oct. 18.—The Pacific Coast Steamship Company's steamer Orizaba, which was wrecked on Rocky Point Reef, near Michael Bay, Portland Monday, is being raised.

PINNACLES' FAST RUN.

British Bark Goes to Queenstown From the Columbia in 114 Days. The British bark Pinnacle arrived at Queenstown yesterday, after a passage of 114 days, which is the best run that has been made since the turn of the year.

LONG RANGE CHARTERING.

June Ship Taken for Puget Sound Loading at 42 Shillings. The freight market continues inactive with very few ships offering and not many wanted.

GOOD DREDGING ON SNAKE SANDS OF RIVER ARE YIELDING FAIR PROFIT TO MINERS.

BAKER CITY, Oct. 17.—Dredging for gold on the Snake River is attracting national attention at present. In spite of the many costly failures, that have retarded a fair test of the various devices studied out by experts.

THE OVERBURD LANSING.

An Unsuccessful Cable From London Reports Her Safe. NEW YORK, Oct. 18.—A cablegram from London states that the British ship Lansing, Captain Chapman, from Port Blakely June 1, for Port Jackson, Australia, has not been given.

Sale of the Kilkiekat Completed.

The sale of the uncompleted steamer Kilkiekat, of the Central Navigation & Construction Company, was completed yesterday. The \$250,000 bid to the Pacific Coast Navigation Company, which delivered a bill of sale of the craft to Mr. Gleason, the bidder, and he turned it over to his principal, the O. R. & N. Co., which took possession of the craft and will proceed to complete it.

Marine Notes.

William McCabe, formerly of this city, but at present the proprietor of a number of stevedoring plants strung around the Pacific coast, from Cape Nome, was in the city yesterday on a flying trip from Seattle.

Domestic and Foreign Ports.

ASTORIA, Oct. 18.—Arrived—down—Steamers Despatch and Fulton, for San Francisco; steamer L. A. Brown, for New York; steamer L. A. Brown, for New York.

San Francisco, Oct. 18.—Sailed—Steamer Caspar, for Seattle; bark Undanod, for Seattle; steamer L. A. Brown, for New York; steamer L. A. Brown, for New York.

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MR. TONGUE'S POSITION AS DEFINED IN LETTER TO A NEWSPAPER.

Oregon Congressman Tells Why He Thinks the Republicans Should Win. The following letter, written by Representative Tongue to the Los Angeles Herald, is a clear statement of the position of the Western man on the political situation:

Portland, Oct. 15.—H. G. James, Esq., Manager Los Angeles Daily Herald—Dear Sir: I am just in receipt of yours of the 5th inst., requesting me to make a brief statement of what I consider the vital reasons why President McKinley and a Republican Congress should be elected.

There are in brief, in order that we may preserve and maintain our present business prosperity and protect, defend and uphold our National honor. The election of Bryan, and with it a Democratic Congress, would mean the destruction of all our industries, would threaten the integrity of our courts, the maintenance of our monetary standard, and precipitate untold business panic and disaster.

The endorsement of Mr. Bryan's policy of withdrawing from the Philippine Islands under insurrection fire, deserting a policy declared in the face of the people, with Mr. Bryan's own advice, would render us ridiculous in the eyes of the civilized world. It would wreath with smiles the face of every assassin who has shot down a man for his political opinions.

It would mean the massacre of women and children in the Philippine Islands. It would cause our own boys who are offering their lives to defend the National honor and sustain our National authority to hide their heads in shame. To elect a Democratic Congress alone would paralyze our policy in the newly acquired territories. They have become the property of the United States by virtue of the ratification of the treaty, which is now the supreme law of the land.

It is the duty of the President to uphold the National authority, enforce the laws in the territories of the United States, and a Democratic House of Representatives would withhold the necessary means to do this, and paralyze the arm of the Executive.

There are two reasons that appeal especially to the people of the West, and should induce us not only to cast our electoral votes for President McKinley, but to give an overwhelming majority. In the first instance, men of enterprise and capital in the West during the last few years have been afraid of the West. There has been too much Bryanism, too much threat of repudiation, hostility to the property of the business man, to government of law as administered by the courts, too much constant threat of repudiation of honest obligations.

We need men of enterprise, push, business energy, and the ability to lead men who will engage in new business undertakings, who will make success, not failures. In order to attract this class of men, we should convince them that their interests are safe, that their property that capital and business enterprises and business men will be protected, honest obligations will be enforced, and the rights of both person and property retained. But the greatest danger to the Republican ticket will do more to accomplish this than any other one thing. It will inspire confidence and direct towards the Pacific Coast a stream of the very immigration that we need to develop our resources, engage in new enterprises, and help us to attain the growth and the prosperity that are surely in store for us.

"Second—The East is unanimous for the retention of Porto Rico. Not only this, but Eastern people want Cuba if it can be acquired consistently with National honor. But the great danger to the Republican ticket will do more to accomplish this than any other one thing. It will inspire confidence and direct towards the Pacific Coast a stream of the very immigration that we need to develop our resources, engage in new enterprises, and help us to attain the growth and the prosperity that are surely in store for us.

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REASONS FOR NUMEROUS FAILURES.

The reasons for the numerous failures in the dredging of the Snake River are many, but the chief ones are: 1. The character of the deposit with respect to the distribution of values. 2. The manner in which the work was done. 3. The nature of the material. 4. The method of dredging. 5. The nature of the material. 6. The method of dredging.

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STREET RAILWAY CONVENTIONS.

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