

TWELVE WHEAT CARGOES

OCTOBER SHIPMENTS FROM PORTLAND WILL BE VERY HEAVY.

Portland Grain Ship at Honolulu With Captain Sick-Tacoma Grain-Handlers Bay.

The German bark Altair and the British ship County of Edinburgh are in the stream, with full cargoes and will leave down the river tomorrow or next day. The Altair was dispatched by Balfour Guthrie & Co. and carries 11,775 bushels of wheat valued at \$14,000. The County of Edinburgh was dispatched by Guthrie & Co. and has aboard 11,625 bushels of wheat, valued at \$14,000. Both of the vessels go to Queenstown or Portland for orders, and make an even dozen vessels which have cleared from Portland this month. The shipments from this port and from Puget Sound will be unusually heavy for the month of October. Tacoma and Seattle have had almost the largest month's business on record, several ships which had made long passages bunching on the Sound, with others arriving from the coast, giving the two ports plenty of tonnage. The wheat shipments of the two Sound ports for this month will not be much more than 200,000 bushels less than those of Portland, and for all Northwestern ports wheat shipments will exceed 2,000,000 bushels, with four shipments (reduced to wheat) footing up another 500,000 bushels.

GRAIN-LOADING RECORD.

Tacoma Papers Show Up the Slow Work of That Port.

The following item appeared in the Tacoma Ledger and Tacoma West Coast Trade about a month ago:

"The Tacoma Warehouse & Elevator Company Tuesday broke a record while loading the Breckinridge with grain for the Orient. In nine hours 200 sacks were put in the ship through one hatch, which exceeds, by several hundred, the best previous record on the Pacific Coast. This record, which was also made by the same company, was 1525 sacks in the same period of time. The record this week was made without any preparation and under the ordinary circumstances."

So many strange and ridiculous statements regarding shipping matters appear in the two papers mentioned that they are hardly worth contradicting with a presentation of facts, but the item above mentioned is now going the rounds of the Eastern papers, which are giving it prominence to which it is not entitled. It appeared last week in the Elevator & Grain Trade, of Chicago, an influential journal in milling and shipping circles. In order that the effect East will not retain the idea that Pacific Coast grain handlers are as slow as the Tacoma papers make them out to be some of the fairly heavy nine hour runs of the Pacific Coast Elevator Company of this city are given.

The ship Lady Washington received 2,500 sacks of wheat (the Breckinridge loaded oats) in nine hours, and in the same period of time the Drumclough received 2,525 sacks, Andrea 2,500 sacks, Arica 2,070, Kinross-shire 2,030, Flottbeck 2,060 sacks. These are not the best on record, but they are so much better than the showing made at Tacoma with light sacks of oats, that even the addition of a slipper to the alleged loading record made by the windy city would not bring it up to the Portland work.

CYCLOPES AND WATERSPOOTS.

In-Bound Ships Reach Royal Roads With Hard-Luck Stories.

The warring elements have been making matters very interesting for the ships which have been out on the Pacific during the past 10 days, and it is probable that when the cyclone disperses will be reported by the time the returns are all in. The German ships Pallas and Atlanta arrived at Royal Roads last Friday and both brought a tale of terror at sea, the Pallas having been severely damaged at the entrance to the Straits. The Pallas left Santa Rosa on September 25. She had northwest winds to the Gulf of California, and after getting into the Gulf, a heavy rain, good breeze to 140 east in 35 north. Thence a south wind carried her to about 80 miles south of Cape Flattery. There on the 22nd a heavy storm was encountered. A hurricane came from the southeast, with thunder and lightning. There were four heavy squalls during the afternoon, and late afternoon several waterspouts plumed over a distance none too far from the vessel. Huge clouds seemed to drop right down until the water from the sea seemed to rest on the clouds, and a twisting column of water fell, churning up the sea. It would have foundered any vessel caught in it, and the Pallas was none too far away, her master says. The wind increased to a peak of 100, veering around to the south and southwest, and the high seas and terrific winds made things very interesting for the ship. She was, however, securely ballasted and well handled, and came through the storm with no other damage than some split canvas.

Captain Bart, of the Atlanta, also reports a rough voyage. His vessel left Santa Rosa on September 14, 11 days before the Pallas. Off the Cape she encountered very heavy storms, the glass going down, and the clouds, and a hurricane which raged outside the Cape, he says, for weeks the Atlanta had a narrow escape from going ashore at Cape Mendocino. She was within four miles of the rocky coast before she was blown off. A southerly gale from Cape Flattery was driving her before it, and things looked bad for a time.

THE BOSSUET DELAYED.

French Bark Put Into Honolulu With the Near Sick.

Merchants' Exchange advices yesterday report the French bark Bossuet, which was slightly overdue at this port, as putting into Honolulu with the master sick. The Bossuet sailed from Nantes, May 25, and has been expected daily for the past fortnight. She is coming out in ballast, and is under charter to load wheat. Another French bark, the Alice, is due from 24 days in ballast. There are upwards of a dozen other vessels which are not far away, and several of them will undoubtedly show up as soon as the present storm subsides. The Langdale, with general cargo from Liverpool is expected four months, and the Gertrud, from Nagsack, Lelander Castle, from Higo, and Morven, from Annapolis, are also due, with the rest of the fleet not far behind them.

Notice to Mariners.

WASHINGTON, Oct. 24.—The Light-house Board has issued the following notices to mariners, affecting the Pacific Coast:

The color of the tower on the extreme westerly point of North Head, Cape Disappointment, northerly side of the entrance to the Columbia River, has been changed from stone-color to white.

On or about November 25, 1900, a fixed white lens lantern light will be established on the extremity of Lime Point, northerly side of the entrance to San Francisco Bay.

The light will be located on the south-easterly corner of the gallery of the fog-signal house, and its focal plane will be about 194 feet above mean high water.

A fixed red lens lantern light will also

BE ESTABLISHED ON THE SOUTHWESTERN EX-TERMINITY OF ANGEL ISLAND, SAN FRANCISCO BAY.

The light will be located on the south-easterly corner of the fog-signal house, and its focal plane will be about 194 feet above mean high water.

On or about November 25, 1900, a fixed red lens lantern light will be established on Point Montezuma, California, about 24 miles NW. 1/4 N. from Pillar Point, and about 18 miles to the southward of the entrance to San Francisco Bay.

WILL AID SHIPPING.

Prospect for a Reporting Station on Tatoosh Island.

WASHINGTON, Oct. 23.—Secretary Wilson probably will ask Congress for authority to build a cable from the mainland to Tatoosh Island, at the entrance of Puget Sound, Washington, and then establish a reporting station there. Since the discontinuance of a station at that point, the San Francisco Chamber of Commerce and other Pacific Coast organizations have been petitioning for the re-establishment and enlargement of the protection of shipping, especially of vessels in distress. A weather inspector has reported favorably on the project, and the bureau has recommended it.

Met Heavy Weather.

ABERDEEN, Wash., Oct. 23.—The steamer Coquille River, which left Saturday for Portland and San Francisco, returned Sunday, having met with considerable injury in crossing the bar at the mouth of the Chehalis. Huge waves swept over the ship, and a panic on board was almost certain at one time. The upper works of the steamer were damaged. The worst. Repairs are being made here.

Whaler Reaches Port.

SAN FRANCISCO, Oct. 23.—The whaling bark Charles W. Morgan, first of the fleet to reach port, arrived today after a run of 30 days from Okhotsk Sea, with 140 barrels of oil. The California was the only vessel of the whaling fleet spoken by the Morgan. The vessels met in Okhotsk Sea on September 6. The California had 200 barrels of sperm oil, 270 barrels of whale oil and 200 pounds of bone.

Wachusett Still Missing.

SAN FRANCISCO, Oct. 23.—No news concerning the American ship Wachusett has been brought by the steamer Coquille River, from Honolulu, and in consequence the hope of the ship ever reaching her destination is even less than before. The Wachusett is now out 135 days from Newcastle, N. S. W., for Kahului, and 90 per cent reimbursement is offered on her.

Captain Morane Dead.

SAN FRANCISCO, Oct. 23.—Captain E. S. Morane, one of the best-known ship-masters on the Coast, died today at a private sanitarium. He had been in the institution nine weeks suffering from cancer of the throat. He left a widow.

Willamette Is Rising.

INDEPENDENCE, Or., Oct. 23.—The river is now about six feet above low water, and still rising. Daily boats now run this far from Portland and much freight that had been held in reserve is moving.

Domestic and Foreign Ports.

ASTORIA, Oct. 23.—Sailed—At 1:30 P. M., steamer Alliance, for San Francisco by way of Oregon Coast ports; at 1:30 P. M., steamer Despatch, for San Francisco; at 2:30 P. M., steamer Fulton, for San Francisco; at 4 P. M., schooner Beulah, for San Francisco. Condition of the bar at 5 P. M., moderate; wind, south, with squalls. Outside at 5 P. M., German bark Gertrud, from Nagasaki.

San Francisco, Oct. 23.—Arrived—Steamer Minneola, from Tacoma; Robert Adams, from Nagsack; schooner Maudie, from Rues, from Gray's Harbor; Sailed—Steamer Warfield, for Chemainus; steamer Victoria, for Chemainus; bark J. D. Peters, for Chemainus.

Chenainus, Oct. 15.—Bark Bossett, for Oregon; 19th, ship Charles E. Moody, from Tacoma. Sailed—13th, Bark Abby Palmer, for Port Townsend; 15th, ship Challenger, for Port Townsend; 16th, barkentine Skid, for Gamble.

Port Townsend.—Passed Oct. 23.—Steamer Signal, from Nome; steamer Dolphin, from Alaska. Arrived 23rd—Steamer Robert Bell, from Nome; schooner Alceida, from Nome.

Yokohama.—Sailed Oct. 3.—British ship Rathdown, for Portland, and not San Francisco, as before reported.

Honolulu, Oct. 23.—Arrived—Thyra, from Portland, for Manila.

St. Vincent, Oct. 23.—Arrived—Abydos, from San Francisco, for Hamburg.

Glasgow, Oct. 23.—Arrived—Pomerania, from Montreal. Sailed—Smaritan, for Montreal.

Bremen, Oct. 23.—Sailed—Prince Regent, for New York.

Cherbourg, Oct. 23.—Sailed—Deutschland, for New York.

Naples, Oct. 23.—Sailed—Ems, from Genoa, for New York.

Kuchino.—Sailed Oct. 21.—Carmathenshire, for San Francisco.

DAILY CITY STATISTICS.

Real Estate Transactions.

Portland Trust Co. to C. W. Oliver, lot 11, block 4, Tremont Place, May 1898. \$100.00.

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A POPULIST'S LETTER

"CONSENT OF THE GOVERNMENT" ONE PLACE AND ANOTHER.

Plan in the Name of the Populist Party Against Abandonment of its Principles.

DALLAS, Or., Oct. 23.—(To the Editor)

—As the Presidential election is at hand, and as the Regular People's party of the State of Oregon have not been able to conduct a general campaign, I should like to have space in your paper for the following letter from Hon. M. W. Howard, ex-member of Congress from Alabama. I ask every "fusion" Populist to read and ponder the contents of this letter, and not from it as his conscience may direct.

T. V. B. EMBREE.

Howard's Letter.

A great deal of nonsense and political buncombe is being indulged in by the Democratic party over this new issue of "Imperialism."

They tell us that "Imperialism" is the paramount issue this year. On this "issue" they invite Populists to abandon

DON DICKINSON'S ARRAIGNMENT OF BRYAN.

"I am a Democrat on all the fundamental issues on which our party joined battle in the past with the Republicans, the Whigs and the Federalists—a Democrat without the prefix 'gold,' because my party have been the party of sound finance from Jefferson to Cleveland."

"I could not be a Republican if I would, and I say the creed of Democracy with all my old-time sincerity and faith."

"But I recognize scarcely a vestige of Democratic principle in either the Chicago or Kansas City platforms. The organization is in the hands of the Populists, and by these the livery of true Democracy has been stolen in which to serve all the devils that make for social decay."

"Mr. Bryan is preaching the gospel of hate. Voicing that, he appeals to the envious, the discontented, the improvident, the incompetent and unworthy idle."

"The words of the prophet Samuel were aptly quoted in General Bragg's speech the other day as applying to Mr. Bryan and his following:

"'And everyone that was in distress, and everyone that was in debt, and everyone that was discontented gathered themselves unto him, and he became a captain over them.'"

"But worse still, he endeavors to set friend against friend, neighbor against neighbor, family against family, section against section and nation against nation."

"He makes the always dangerous appeal to the evil in human nature."

"His postulates are Boer and his propaganda is Boer."

"He speaks no encouragement to the unsuccessful, but tells him to lay the blame at the door of his more fortunate neighbor, and that his sole remedy is to attack him."

"Has No Word of Hope."

"He invariably speaks of creditors as 'merciless creditors,' and to the debtor he teaches that his friend who has loaned him money or trusted him is his enemy."

"When a man fails and becomes despondent he does not seek to inspire him with the American spirit of perseverance; he does not appeal to him to be up and doing and to try again, but he tells him to stop trying, and that the remedy is to pull down the more successful."

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"their party and lay aside all their principles for this campaign, because, as they say, they have found an issue which over shadows all others."

"Mr. Bryan raises the great hue and cry about the 'consent of the governed,' charging that we purchased the Philippines at \$20 apiece, and because of these alleged facts he and the Democratic leaders draw the conclusion that we are rushing headlong into an empire."

"Before Populists desert their party, before they lay aside the principles for which they have contended for years, and join in the mad chase of this will-o'-the-wisp, this fantastic shadow, would it not be well to calmly look certain well-known facts squarely in the face?"

"In the first place, who is responsible for the 'purchase of the Philippines at \$20 a head'?"

"Who is responsible for the injection of the Philippine question into American politics?"

"Was it not this same W. J. Bryan who secured a ratification of the treaty with Spain which completed the 'purchase'?"

"Is not he more than any other man responsible for this transaction?"

"Bryan maintains a 'disfined' silence. Immediately after having secured a ratification of that treaty, he raises the cry of imperialism. The Democratic leaders shed copious tears, because they are so much opposed to 'governing the people without their consent,' and in the agony and anguish of their souls they gave birth to the great (?) issue of 'Imperialism.'"

"There is such a thing as protesting too much. The man who shouts most loudly 'stop thief' is frequently the man who should be watched."

"The party raising the cry of the 'consent of the governed' should be carefully scrutinized."

"What is its record?"

"What has been its history in the past? Fresh from the gory deeds of Kentucky, where the most damnable imperial political machine ever constructed—one that disfranchised more than one-fifth of the voters of the state—had been constructed by this Democratic party, whose leaders set up the howl of 'stop thief!'"

"Fresh from the recent exploits in various states in the South, where the negroes had been disfranchised by the wholesale simply because they were negroes, these 'friends' of the downtrodden and oppressed, these 'patriots' set up a mighty howl about the oppressed and much-abused, because, forsooth, we refuse to haul down the American flag and declare the freedom and independence of a people who are in open armed rebellion against us."

"And they call this 'government without consent of the governed.'"

"Let it be remembered that these same disfranchised patriots passed, without submitting to the vote of the people, an

SHARP ATTACK ON BRYAN

DON M. DICKINSON ARRAIGNS THE DEMOCRATIC CANDIDATE.

He Can't Support a Man Who Attacks Property and Teaches the Doctrine of Hate.

Don M. Dickinson, who was Postmaster-General in the first Cabinet of President Cleveland and who is still one of Mr. Cleveland's closest personal and political friends, has written the following letter to a gentleman in Washington City.

"Dear Sir—Since the adoption of the Kansas City platform and his nomination I have been continually a thought of voting for Mr. Bryan."

"I confess, however, that in common with very many Democrats, I hoped for a time that I might, with a clear conscience, stay away from the polls, and that Mr. Bryan's speeches, particularly his later ones, have destroyed that illusion and convinced me that I must vote at the coming election."

"I criticize no man of different views who can reconcile himself to the other course, but as for me, with the light I have, am forced to the conviction that I would vote for Mr. Bryan, false to my country and false to my party as well, if I should take to the woods."

An American Democrat.

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