

NEW RECORD MADE

Bergenhus Clears With Over 54,000 Barrels of Flour.

RICKMER RICKMERS' FLYING TRIP

First of the New Season Fleet Arrives Out in 110 Days—Cromartyshire in Port—Marine Notes.

The Norwegian steamship Bergenhus cleared yesterday for Hong Kong and way ports, with the largest cargo of flour that ever left the Columbia River, and with two exceptions, the largest cargo of flour that has ever been loaded. Beneath the big steamer's hatches were stored 27,700 quarter-barrel sacks of flour. Of this amount 26,750 barrels were loaded by the Portland Flouring Mills Company of this city, and the remainder was brought here on the steamer from San Francisco. The nearest approach to this cargo in size was made by the German steamer Eva, which was dispatched by the Portland Flouring Mills last month with 22,000 barrels of flour. There was no attempt made to break records in loading the Bergenhus but she did not begin taking cargo until Saturday morning, and everything was aboard shortly after noon yesterday. Her actual working time in loading the 125,000 sacks was 20 1/2 hours.

FIRST OF THE FLEET.

The Rickmer Rickmers Makes a Flying Run to Falmouth.

The first ship of the 1900 grain fleet from this port arrived at Falmouth yesterday, and if there is anything in a good beginning the present season's fleet is destined to make some smashing records. The steamer Rickmers, which is one of the fastest ships afloat, but which yesterday was the German ship Rickmer Rickmers, and she not only beat the British clipper Wendur, which is one of the fastest ships afloat, but she sailed right down into the ultra-speed circle of fast ships which have covered the 17,000 mile voyage in 110 days. There was nothing very new about the Rickmers' passage, for she went home in 125 days. The Rickmer Rickmers is not a "naturalized" German vessel, but was built at the Rickmers yard in Bremen, Germany, in 1886. She is a three-masted, of 137 tons net register, and carried a cargo of 245 tons of wheat. The Wendur, which was built in 1875, when speed commanded a premium, is of 136 tons net register, but carried a cargo of but 225 tons. The Wendur was the first ship of the fleet to sail, and the Rickmer Rickmers was the second. The Rickmer Rickmers was built by the Rickmers yard in Bremen, Germany, in 1886. She is a three-masted, of 137 tons net register, and carried a cargo of 245 tons of wheat. The Wendur, which was built in 1875, when speed commanded a premium, is of 136 tons net register, but carried a cargo of but 225 tons.

GLASGOW IS GROWING.

Scottish Ports Aspire to an Equality With Liverpool. NEW YORK, Nov. 12.—Among the passengers who arrived on the steamer Lusitania was Captain R. N. White, R. N., who has spent 12 years in the service of the Glasgow. He is on his way to Buffalo to study the American system of handling ore and grain, with a view of introducing the same system in Glasgow. He said: "Glasgow hopes to become equal to Liverpool, as regards shipping. Within two or three years the revenues of Glasgow for wharfage have increased from \$200,000 a year to \$475,000. The shipyards of the Clyde have not been affected by the building of large yards in Ireland, France and Germany. The demand for tonnage is enormous since and the greater number of ships required for the present active market have given Glasgow much prestige. She is today putting out more than five-eighths of the total ships built in the United Kingdom."

PLEA FOR FARMER'S WIFE.

Much Drudgery is Her Lot—How to Improve It. DAYTON, Or., Nov. 12.—(To the Editor.)—In the article written by Mrs. Dunlop she refers to the dreary existence of the farmer's wife in pioneer days. What better is it today on isolated farms, except that it is not so dangerous? True, some might extract sunshine from cumbers, but I imagine even the cumbers will wither with winter. They say, "What ignorance is bliss, 'tis folly to be wise." Yet I do not regard this as a good state of affairs. If there is one class of women who need wisdom, legislative ability and time to apply it, it is the farmer's wife. Under constitutional governments, where all classes are permitted to participate in the exercise of political power, the national welfare necessarily depends more upon the qualities of the many than the few. In this woman has a great deal to learn. She may be misinterpreted by some, and misunderstood by others. But with patience and endurance she will eventually inspire the respect and confidence she truly deserves. It is the spirit which actuates the individual and determines the result. The farmer of today has, through the advancement of the times, the latest and most improved machinery, and from our schools of agriculture, the best information for treating the soil. What has the farmer's wife? True, she has the carpet-sweeper, washing-machine and a patent churn, but she cannot use them for, and the latter are delusions. In my five years' experience of farm life and work I have tried to bring about change, and live as the farmer's wife. While crossing the Atlantic in ballast about two years ago, she was run down by the French liner La Bourgeoise, and in the collision she was killed. Her husband, who was in the bottom of the ocean, saw 400 lives being lost, including a number of people prominent both in Europe and America. The few passengers who were saved from the liner were picked up at Halifax, where the ship was towed for repairs. That the ship was blown from the disaster was proven by the decision of the courts awarding damages against the owners of the Bourgeoise for the damages done to the ship.

CHROMARTYSHIRE IN PORT.

Ship What was the Central Figure in a Terrible Ocean Tragedy. The British ship Chromartyshire arrived in Astoria yesterday, after a very good passage of 33 days from Port Louis Angles. The Chromartyshire is a ship whose name will live in marine history for all time, as the innocent cause of one of the greatest oceanic disasters ever happened. While crossing the Atlantic in ballast about two years ago, she was run down by the French liner La Bourgeoise, and in the collision she was killed. Her husband, who was in the bottom of the ocean, saw 400 lives being lost, including a number of people prominent both in Europe and America. The few passengers who were saved from the liner were picked up at Halifax, where the ship was towed for repairs. That the ship was blown from the disaster was proven by the decision of the courts awarding damages against the owners of the Bourgeoise for the damages done to the ship.

Another "Overdue" Sale.

SAN FRANCISCO, Nov. 12.—The overdue British ship Angles, on which 29 per cent of the cargo has been paid, has arrived here, 105 days from Swansea. Soon after leaving port she was in collision

BACK TO THE QUESTION

MR. HAMMOND DOESN'T LIKE EVA. SIMONS AND DEVIATIONS.

If the Common Point Won't Harm Anybody, Why Are Some So Afraid of It?

PORTLAND, Nov. 12.—(To the Editor.)—My letter contained in your issue of November 4 is confined to the consideration of a transportation problem. It shows that the presidents of two transcontinental railroads have conceded the merit of our contention and were willing to extend common rates to Astoria and the mouth of the Columbia River. In the last paragraph of that letter are to be found questions regarding our claim, that are directed to the management of our only remaining transcontinental railroad. These questions are as follows:

Would it not be to the interest of Oregon generally, and to the western port particularly, if common rates be extended to the mouth of the Columbia River? Are not the rates now charged by railroad companies on our products at the Oregon coast port without any additional compensation? Are not the

May Be Another Wreck.

YARMOUTH, N. S., Nov. 12.—The mahogany stern name-board of a long boat has been picked up on the coast of Nova Scotia, and it is believed that the boat was wrecked on the "Floqua," and it is feared that another craft besides the City of Monticello may have met with disaster.

Altona Made Special Trip.

INDEPENDENCE, Or., Nov. 12.—The steamer Altona made a special trip to San Francisco, to deliver a cargo of accumulated freight, so as not to delay the regular trip on Monday. On the return trip a stop was made at Dove's Landing and about 500 sacks of potatoes loaded for this port.

Tag Reported Found.

CLEVELAND, O., Nov. 12.—A report reached the government investigating station here this afternoon that a vessel, supposed to be a fishing tug, had foundered off Rocky River, a few miles west of this city. The life-saving crew immediately started for the scene of the wreck.

Marine Notes.

Captain A. Reed expects to have his new steamer, the Mandalay, ready for the coast Bay trade about the middle of the month. The British bark Morven arrived up from Astoria Sunday afternoon and went to the wharf for discharge. The Decan left down Sunday. The Norwegian bark Stjorn arrived in from Honolulu yesterday afternoon, she is under charter to load wheat at Portland, and will leave up today or tomorrow. The schooner Sacramento, which put into Astoria in distress last week, will not load lumber on the Columbia, as proposed, but will take a cargo of merchandise for the Sitka, and will go to that port to discharge. The steamer Braemar, dispatched from Portland by Dowell & Co. with Government stores for Manila, arrived at the Philippine port November 8. The Buckingham, which left here Saturday afternoon, made a fine run down the river and crossed over Sunday afternoon.

Domestic and Foreign Ports.

ASTORIA, Nov. 12.—Arrived at 11:35 P. M., Norwegian bark Stjorn, from Honolulu. Arrived at 11:35 P. M., schooner Martyn, from Port Los Angeles; arrived down at 4 P. M., British ship Decan. Condition of the bar at 3 P. M., moderate, but heavy, but no wind. San Francisco, Nov. 12.—Arrived, schooner Western Home; schooner Daisy Rowe; barkentine Repeat, from Coos Bay; schooner Lisias Vance, from Gray's Harbor. Roguian, Wash.—Arrived, Nov. 9, schooner Glendala, from San Francisco, for Aberdeen. Nov. 12.—Arrived, Nov. 11, schooner Meteor, from San Pedro. Coos Bay—Arrived, Nov. 11, schooner Emma Utter, from San Diego. The Frigate, Nov. 12.—Arrived, bark Prussia, from Port Blakely; steamer Williamette, from Seattle; whaling steamer Belvedere, from Fox Island; schooner Annie Leason, from Coos Bay; schooner Charles Hanson, from Port Gamble. Sailed—Steamer City of Puebla, for Victoria. Manila—Arrived, Nov. 11, Port Albert, from Seattle. Havre, Nov. 12.—Sailed, L'Aquitaine, for New York. Gibraltar, Nov. 12.—Sailed, Alier, from Naples, for Genoa. Yokohama—Arrived, November 10, steamer Olympia, from Tacoma, for Hong Kong.

PEANUTS AND GOEBERS.

How the Crops Are Raised, Gathered and Prepared for the Markets.

St. Louis Globe-Democrat.

This is peanut time in the South. Growth by supporting and advocating the policy pursued by the only transportation company now operating the extension of common rates to the mouth of the river. A. B. HAMMOND.

GALLERY OF NEW MEMBERS OF THE OREGON LEGISLATURE



A. R. MATTOON, REPRESENTATIVE FROM DOUGLAS COUNTY.

LOOKING GLASS, Or., Nov. 12.—A. R. Mattoon, Republican Representative from Douglas County, was born in Claekamas County, Oregon, in July, 1853, of Welsh and English parents. His early education was received in public school. Later he attended Monmouth College, but was compelled to give up school on account of failing health and weight. After leaving school he was traveling salesman for a large machinery and electrical company, which position he filled for 15 years. In 1885 he was made general manager with full control of a large and prosperous business for Staver & Walker, at La Grande. This position he held until 1888. In that year he was nominated for State Senator and made an active canvasser in the Fall of 1888 he moved with his family to Looking Glass. In 1892 he was nominated for Representative, but was defeated. In the county convention of 1900 he again made the unanimous choice of the Republicans for Representative, and was elected by a large majority. Mr. Mattoon is 47 years old.

More than the Others.

They go into candy paste and to the oil factories of Europe. The peanut farmer begins planting as soon as the frost is out of the ground in the Spring. The shelled nuts form the seed, and about two bushels are required for an acre. In a few weeks the plant gets above the earth and begins to leaf out. The plants are kept busy during a field of clover, and during the war many of the Northern soldiers mistook clover fields for peanut patches while hunting for something to vary their rations. The plants grow in rows very much like potato vines, and are cultivated in the same way. Weeds will soon choke their growth, and the pickaninies are thrown into large baskets, and the Summer in weeding out the patch with their fingers. Nowadays the harvesting is done by what is called a plough, made especially for the purpose. It is drawn by one mule, and cuts the plants up close to the roots. As soon as enough are accumulated on the plow to form a stack, it is thrown off and massed around the roots. The nuts are then picked up by the stack is formed with the leaves outside, and the vines are wound around it as tightly as possible, to protect the nuts from the weather. The plan is somewhat similar to that of binding wheat. About three weeks' exposure "seasons" the nuts and dries the vine so that the pods are ready to be picked up. The picking is the most expensive operation of all, and takes the most time. Whether in the barn or in the field, all the work has to be done by hand. The nuts are then received from the farmer and the vines made into large stacks or stored away in the loft, for they make a hay which is really more nourishing for the horse than any other. The nuts are a little too rough for a horse's throat, but it is a luxury to the average Southern mule, who will grow fat on peanut hay cured in this way. The famous hams cured in some parts of Virginia owe most of their quality to the fact that the other have lived partly upon nuts before being turned into smoked meat, and have not been fed the sour milk and garbage from the farmer's kitchen. In half a dozen towns most of the peanut "factories" are located. The factory is merely a place where the nut is shelled or the shell polished for the market. It has extended not merely to the glistering pods will sell for 15 to 20 per cent more at retail than those with large, dirty-looking pods, although the kernels may be just as good, so the nuts intended for the bag trade at the circus are on street corners are scoured in large iron cylinders. Then they are carried to fans, which blow the heavier nuts into one part of the quarters, and the lighter ones into another part, and at the same time remove the dirt which was not taken off the shells in the cylinders. The dark, partly filled nuts are shelled by machinery and sold to confectioners, while the other ones are carried by a sort of endless chain apparatus into bags, each of which will hold about 100 pounds. As fast as a bag is filled it is sewed with English twine, marked with the weight and proper address and sent to the wholesale peanut dealer, who makes anywhere from 25 to 50 per cent profit in dealing with the nuts. Of late years a quantity of the cheap peanuts has gone to manufacturers of cheap coffee, to be roasted and mixed with the coffee berry and then ground and sold in packages as choice Mocha and Maracabo. While most of the American nuts are grown in Eastern Virginia and North Carolina and Tennessee, the peanut fields are beginning to be cultivated in parts of Louisiana and Nebraska. Many of

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Very few peanuts are eaten out of the pod in Europe, although fully 600,000 pounds are written from Great Britain and the Continent every year from Africa and Asia. They are converted into oil and a sort of flour at factories at Marseilles and several English cities. A bushel of the genuine peanuts shelled can be pressed into about a gallon of oil, which is substituted for olive and other table oils very frequently. It sells at from 6 cents to 11 a gallon, and the meal or flour left after pressure is used for feeding horses, and baked into a kind of bread, which has a large sale in Germany and France.

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GAIN IN BANK CIRCULATION

The Upward Movement Appears to Show Increased Vitality.

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The Way That Women Work.

It's enough to wear any one out. First it's washing, in damp and draft. Then it's ironing with the hot stove and the hard work to endure. And in between whiles, meals to get, house to clean, and children to tend. It's bad enough for a well woman but for a weak woman it's slow torture. Dr. Pierce's Favorite Prescription cures the diseases of the delicate organs which weaken and sick women well. Sick women are invited to consult Dr. Pierce by letter, free of charge. All correspondence strictly private. Address Dr. R. V. Pierce, Buffalo, N. Y.

Very few peanuts are eaten out of the pod in Europe, although fully 600,000 pounds are written from Great Britain and the Continent every year from Africa and Asia. They are converted into oil and a sort of flour at factories at Marseilles and several English cities. A bushel of the genuine peanuts shelled can be pressed into about a gallon of oil, which is substituted for olive and other table oils very frequently. It sells at from 6 cents to 11 a gallon, and the meal or flour left after pressure is used for feeding horses, and baked into a kind of bread, which has a large sale in Germany and France.

WASHINGTON, Nov. 7.—(Special to the New York Journal of Commerce.)—The upward movement of the bank-note circulation, which seemed to be pretty nearly checked during August and September, has shown a decided increase during the past few weeks. The bonds pledged to secure circulation increased only about \$1,700,000 during the two months of August and September. The increase during October has been about \$4,000,000, or more than four times the earlier rate. The pressure for currency may have something to do with the demand for new notes, but it is likely that the Treasury, which is the authority for the engraving and printing to supply notes which are ordered has stimulated orders. Banks which were prompt to rush in their orders for new notes, and gold-standard law took effect on March 1st last were somewhat appalled when the developments of early Summer indicated that they would not receive notes until the crop-moving season was nearly over, or at least not advanced. The more prudent—especially among the older banks intending to increase circulation, who watch the bond market—thereupon withheld some of the orders, which they intended to give. More recently the Bureau of Engraving and Printing, by its activity, has caught up with the orders for new plates. Circulation can now be issued as usual.

Lawful Money

Bonds to Circulate on deposit of \$2,000,000, but the increase in circulation is larger, because of the authority to increase the issues upon a given bond deposit from 90 per cent to the par value of the bonds. This privilege, with the reduction of the tax on circulation, has secured by the new 2 per cent bonds, has obviously been a powerful stimulus to the increase of circulation. The total circulation at the beginning of the year was about \$246,000,000, and now stands at nearly \$252,000,000, or an increase in 10 months of about \$6,000,000. Study of the table already given will show that this increase was most rapid, so far as the deposit of the new notes is concerned, during the first four months under the new law. The increase in circulation was retarded to some extent by the delay in the preparation of the new notes. The Bureau of Engraving and Printing had to deal not only with the creation of several hundred new banks, under the authority to establish banks with a capital of \$5,000, but also with the orders for plates from the old banks, owing to the provision regarding notes for \$5. The act of March 14, 1900, required banks to reduce their notes for \$5 to one-third of their circulation. As many of them had plates for notes of other denominations, it usually requires 45 days between the delivery of an order for plates and the delivery of the notes. Time is required not merely for engraving the plates, but for printing the notes, and allowing them to season thoroughly before they are issued. The degree to which the new 2 per cent bank-note circulation is a strong justification of the strategic wisdom of the Senate in lowering the tax upon notes which are thus secured. It is doubtful if the exchange of the old bonds for the new 2 per cent would have been anything like as rapid as it has been if the tax had remained unchanged or the reduction had applied to circulation based upon the old classes of bonds. The substitution of the new bonds for the old has extended not merely to the bonds which were convertible, but a large proportion of the other classes have been withdrawn by the banks, and the new bonds have been substituted. The proportion which the new 2 per cent now bear to the total bonds pledged to secure bank-note circulation is very close to 10 per cent. The following table shows how this proportion has grown from month to month since the new 2 per cent were issued.

Bonds on Deposit to Secure Bank-Note Circulation.