

WHEAT AND FLOUR

November Shipments Run Into Big Figures.

HEAVY FLOUR EXPORTS TO ORIENT

For the season to date Portland has shipped nearly 6,000,000 bushels of wheat.

November wheat shipments from Portland brought the grand total for the first five months of the current year up to nearly 6,000,000 bushels. With the single exception of the record-breaking year of 1898, this is the largest amount that has ever been floated in a corresponding period from this port. The shipments for the month closed yesterday were slightly smaller than for November, 1905. Some of the falling off was due to a heavy decrease in flour shipments to Europe, shipments this year being 60,000 barrels smaller than in November, 1905. Oriental flour shipments are three times as large as they were last November, and would have been much larger had it not been for a delay in two steamers, the Adato and Kvarven, both of which are now in the river but which failed to clear in November.

Fugot Sound made a very good showing during November, getting out five big cargoes, as follows:

Vessel	Bushels
Port Caledonia	130,325
Port Llewellyn	129,325
Port Llewellyn	129,325
British Isles	129,325
Carl	129,325
Total	559,000

Fugot Sound dispatched four Oriental steamers in November, compared with three from Portland, but Portland's four shipments for the month reached a total of 116,254 barrels, compared with 108,711 barrels from Seattle and Tacoma. Referred to wheat measure and included with the wheat, the total shipments for the month from Portland were 1,192,189. From Seattle and Tacoma during the same period, the shipments were 1,135,333 bushels. The total shipments from the Northwest for the season to date, flour included, are 10,232,949 bushels, compared with 10,000,000 bushels for a corresponding date last year, and 11,581,000 bushels in 1905. There will be more tonnage available for December loading this year than there was in 1905, and it is highly probable that the aggregate shipments for the first half of the current year will exceed those of 1905, which were the greatest on record for the port. The details of the November fleet are herewith given.

GERMAN SCHOOL SHIP HERE.

North German Lloyd Vessel Makes a Record Run From Higo.

The German bark Herzogin Sophie Charlotte arrived in Astoria yesterday afternoon after a rattling run of 32 days from Higo. This is one of the fastest passages on record, and is down so close to steamer time as to make it a particularly noteworthy performance. The Herzogin Sophie Charlotte has been the object of considerable interest wherever she has anchored in her voyage around the world, for she carried the largest crew that ever came into this port on a sailing ship, there being over 100 men aboard of her. The Herzogin, with all of the rest of her name, is a school ship, equipped by the North German Lloyd Steamship Company, of Bremen, for the purpose of educating young men in navigation and preparing them for positions as officers on board their steamers. Of late there has been a great scarcity of efficient officers for the steamers of the North German Lloyd, which company has greatly grown during the last few years owing to the rapid strides made in steam navigation and the narrowing down of the field from which these officers have so far been chosen. In the sailing vessels, which have steadily decreased. In order, therefore, to meet the demand for efficient officers for their steamers, men who, though able navigators and seamen, could meet the social requirements made upon them in the course of commanding a modern steamship, the North German Lloyd Steamship Company has started this school ship.

Cadees are required to have attended school in Germany and left with a diploma entitling them to the privilege of serving but one year in the German Army. From 40 to 50 cadets are admitted yearly on board the school ship, who during their first year serve as boys, are advanced in the following year to the next grade of seamen, and become after two years of service able seamen. The course is three years, and after service of three years on board the school ship the cadets receive another year's training on board the steamers of the North German Lloyd, serving in the capacity of quartermasters. Having achieved this fourth year of service they are eligible to admission in the examination for mate after attending the School of Navigation in Bremen a further three to four months. Having passed the examination for mate, they are then appointed to the position of fourth officer on the steamers of the North German Lloyd. The Herzogin Sophie Charlotte is commanded by Captain George Warncke, who has had 30 years' experience as officer on sailing vessels. Captain Warncke is assisted by First Officer J. Jacobsen, Second Officer Fr. Mahlmann, Third Officer C. Oederholm, and Fourth Officer J. Schwärmer. In addition there is on board a surgeon, Dr. A. Schaff.

The Herzogin Sophie Charlotte was formerly the Albert Rickmers. She is a steel four-masted bark of 2,200 tons register. She was built at Genesee in 1894, and is 270 feet long, 43 feet beam, and 21.8 feet depth of hold. She comes to Portland under charter to Kerr, Gilford & Co., to load wheat for Europe.

ADATO IN PORT.

Big Steamship Arrives for a Record-Breaking Flour Cargo.

The British steamship Adato, of the Oregon & Oriental service, arrived in last evening, and will reach Portland today. She will load out a full cargo of flour at the Portland Flouring Mills for Hong Kong. The Adato is a new steamer and a very large carrier, and it is expected that she will make a new record for big cargoes from the Columbia River. She will carry fully 900 barrels. The Kvarven, now loading in this port, will only take about 30,000 barrels, as she has a large amount of lumber under engagement. The steamship Monmouthshire is due at Portland Monday, and will take out about 25,000 barrels of flour, so that the first week or 10 days of December will show shipments of over 300,000 barrels, the largest on record for a similar period.

Victoria Sealing Combine.

VANCOUVER, B. C., Nov. 30.—The sealing combine just effected at Victoria, including the schooners, or all but three of the British Columbia fleet, is largely due to a determination to counterpoise the up-to-date tactics of the Indian seamen, who have lately raised their wage demands to an almost prohibitive point. The combine will save largely in respect to outfitting and management. It is capitalized at \$500,000.

New Propeller Shipped.

The Willamette Iron & Steel Company registers a new propeller on the steamer Norman Isde, which is loading lumber at the North Pacific mills. Owing to the distance of the steamer from the works the

job was done under a considerable disadvantage, but it was completed in a week. The propeller, with one flange broken off and the ends of the other flanges gone, was brought up to the works yesterday to be broken up. It weighs about six tons and looks as if nothing could fix it.

The St. Olaf's Victims.

QUEBEC, Nov. 30.—Captain Seaboard, of the steamer Marie Josephine, which went in search of the dead of the steamer St. Olaf, reported on reaching port here that three bags containing mail had

been picked up and that the body of Miss Page was the only one that had been recovered.

New Shipyard.

Captain Hans Reid will equip a shipyard at Bay City, Coos County, where he will build three vessels. The first will be a coasting steamer for the Albion River trade. She will be 140 feet long, 22 feet beam and 10 feet in depth.

Domestic and Foreign Ports.

ASTORIA, Nov. 30.—Arrived at 2:40 P. M. German ship Herzogin Sophie Char-

1900-1901 GRAIN FLEET FROM PORTLAND.

Clearing Date, Flag, Rig, Name, Tonnage, Destination and Shipper.	Wheat, bushels.	Value.	Flour, barrels.	Value.	Salt, barrels.	Value.
July—						
2—Br. ship Wendur, 1896, U. K. f. o. P. M. Co.	106,508	\$2,000				
13—Br. bark Pineshire, 1715, U. K. f. o. Balfour	75,714	\$1,400				
14—Br. bark Marchal Villiers, 1711, U. K. f. o. P. F. M. Co.	111,725	\$2,100				
15—Br. bark Semantha, 2211, U. K. f. o. P. F. M. Co.	124,000	\$2,400				
16—Br. bark Lizzie Bell, 1896, U. K. f. o. Eppinger	58,267	\$1,100				
20—Ger. ship Robert Rickmers, 1814, U. K. f. o. Balfour	110,630	\$2,100				
August—						
6—Br. ship Harlech Castle, 1892, U. K. f. o. P. F. M. Co.	121,544	\$2,300				
9—Ger. ship Rigel, 1788, U. K. f. o. Balfour	100,825	\$2,100				
15—Br. bark Nithsdale, 1828, U. K. f. o. Port. Grain Co.	100,156	\$2,000				
17—Br. bark Bowman B. Law, 1860, U. K. f. o. P. F. M. Co.			2,000	\$7,500		
18—Br. ship Osterbeek, 2310, U. K. f. o. Balfour	112,113	\$2,100				
20—Br. ship Cedarbank, 2500, U. K. f. o. P. F. M. Co.	156,067	\$2,900				
24—Ger. ship Robert Rickmers, 2114, U. K. f. o. Kerr	127,176	\$2,500				
September—						
13—Br. ship Grenella, 1708, U. K. f. o. Balfour	102,510	\$2,000				
15—Br. ship Genista, 1715, U. K. f. o. Balfour	100,825	\$2,100				
17—Br. ship Juniper, 1890, U. K. f. o. P. F. M. Co.	124,000	\$2,400				
20—Br. bark Australia, 2097, U. K. f. o. Kerr	110,546	\$2,100				
23—Br. ship Riverside, 2567, U. K. f. o. Kerr	125,800	\$2,400				
25—Br. bark Semantha, 2211, U. K. f. o. P. F. M. Co.	124,000	\$2,400				
28—Br. ship Centurion (c), 1714, U. K. f. o. Kerr	100,000	\$1,900				
28—Br. ship Penthesilea (b), 1965, U. K. f. o. Balfour	17,415	\$300				
October—						
2—It. ship Eliza, 1435, Algon Bay, McNeer	82,190	\$1,500				
6—Br. ship Marathon, 1814, U. K. f. o. P. F. M. Co.	117,495	\$2,100				
11—Br. ship Fortuna, 1788, U. K. f. o. A. Berg	112,113	\$2,100				
15—Br. ship Fortia, 1890, U. K. f. o. Kerr	76,712	\$1,400				
17—Br. ship W. J. Pirrie, 2328, U. K. f. o. Eppinger	140,533	\$2,700				
20—Ger. ship Sirtus, 1734, U. K. f. o. Port. Grain Co.	100,210	\$2,000				
23—Br. ship Dechmont, 1642, U. K. f. o. McNeer	100,523	\$2,100				
27—Br. ship Kilmorey, 1890, U. K. f. o. P. F. M. Co.	120,560	\$2,300				
28—Br. ship Conway (c), 1714, U. K. f. o. Kerr	100,000	\$1,900				
28—Ger. ship Altair, 2292, U. K. f. o. Balfour	131,276	\$2,500				
28—Br. ship City of Edinburgh, 3070, U. K. f. o. G. H. Kerr	111,833	\$2,100				
28—Br. ship Delecarrie, 1790, Kerr	104,238	\$2,100				
November—						
3—Ger. ship Philadelphia, 1710, East London, Balfour	77,333	\$1,400				
2—Ger. bark Nomia, 1925, U. K. f. o. P. F. M. Co.	115,755	\$2,200				
2—Br. bark Amiral Courbet, 1728, Cape Town, Kerr	114,413	\$2,100				
4—Ger. bark Olga, 1860, U. K. f. o. Kerr	73,284	\$1,400				
10—Br. ship Decon, 1838, U. K. f. o. Kerr	112,423	\$2,100				
14—Br. bark Europe, 2070, Liverpool, P. F. M. Co.	123,427	\$2,400				
14—Br. ship Leidesdorf, 2000, U. K. f. o. Port. Grain Co.	111,899	\$2,100				
21—Ger. ship Gort, 1627, U. K. f. o. Port. Grain Co.	83,300	\$1,600				
23—Br. ship Halewood, 2200, U. K. f. o. P. F. M. Co.	120,560	\$2,300				
25—Br. ship Morven, 1897, U. K. f. o. P. F. M. Co.	128,417	\$2,500				
28—Br. ship Cromartyshire (d), 1482, U. K. f. o. Kerr	11,781	\$200				

(a), also 108,575 bushels barley, valued at \$45,000.
(b), 111,633 bushels barley, valued at \$45,000.
(c), also 105,530 bushels barley, valued at \$39,250.
(d), also 51,513 bushels barley, valued at \$23,441.
(e), sailed following month.

SUMMARY FOR NOVEMBER.

	1900.	Value.	1899.	Value.	1898.	Value.
Wheat—						
To Europe and Africa.....	1,067,454	\$20,130	1,176,392	\$22,300	1,725,366	\$33,084,294
To the Orient.....	34,228	\$650	292	\$5	181,100	\$3,400
To San Francisco.....	1,600	\$30	34,228	\$650	108,600	\$2,000
Total wheat.....	1,089,082	\$20,810	1,210,912	\$22,955	1,935,066	\$36,484,298
Flour—						
To Europe and Africa.....	17,527	\$4,400	71,293	\$14,000	26,720	\$5,100
To the Orient & Siberia.....	17,054	\$3,412	25,386	\$5,077	154,475	\$3,015
To San Francisco.....	21,771	\$4,304	21,772	\$4,304	38,578	\$7,586
Total flour.....	56,352	\$12,116	118,441	\$23,381	179,763	\$35,691
Flour reduced to wheat measure.....	623,143	\$12,116	550,475	\$23,381	828,880	\$35,691
Wheat (as above).....	1,089,082	\$20,810	1,210,912	\$22,955	1,935,066	\$36,484,298
Grand total wheat and flour.....	1,145,434	\$32,926	1,329,324	\$46,336	2,114,834	\$72,175
Barley—						
To Europe.....	57,512	\$3,541	132,762	\$8,470	132,025	\$7,608
To San Francisco.....	1,962	\$30	362	\$5	125,095	\$6,799
Total barley.....	59,474	\$3,571	133,124	\$8,475	257,120	\$14,407
Oats—						
To San Francisco.....	15,000	\$4,162	61,350	\$2,441	71,153	\$3,103

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lotte, from Higo; at 4 P. M., schooner W. F. Jewett, from San Francisco, for Knappa; at 5 P. M., British steamer Adato, from Borneo, sailed at 5:30 P. M., steamer Dispatch, for San Francisco, reported outside at 5 P. M. German ship Peter Rickmers, German bark Elisek and three other square-riggers. Condition of the bar at 5 P. M., rough; wind, southwest; weather, cloudy.

San Francisco, Nov. 30.—Arrived—steamer Icarus, from Esquimaux, sailed, schooner Louis, for Willapa Harbor; steamer Mattawan, for Tacoma; schooner William Olsen, for Gray's Harbor. New York, Nov. 30.—Arrived—Nordland, from Antwerp.

Hong Kong, Nov. 30.—Sailed—Empress of Japan, for Vancouver and Victoria, via Yokohama, Kobe, Nagasaki and Shanghai.

Rotterdam—Sailed, Nov. 28—Sparrdam, for Boulogne and New York; Deutch-lanz, from Southampton, for New York.

Boston, Nov. 30.—Arrived—New England, from Liverpool and Queenstown.

Boats Will Soon Fly Long Tom River.

MONROE, Or., Nov. 30.—The Long Tom River now lacks only 15 inches of being at the boating stage. The McMinville will make the first trip up when the water rises to that point, so it is stated.

SEA FIGHTS ON PAPER.

Uncle Sam's Officers Study Strategy Based on Imaginary Wars.

Lippencott's Magazine.

Many persons have never heard of the Naval War College at Newport, R. I. The institution has a president and a college staff on duty the year round, and a class of 25 to 30 officers ordered in attendance from June to September, inclusive. The class is composed mainly of officers of executive and command rank, and is divided for work into committees of six to eight members, the senior in each being chairman. The committees are assigned separate rooms, with chart tables and desks. Work for the class is cut out by the staff during the winter, including strategic situations based upon imaginary wars between the United States and various foreign powers. To make the world of these imaginary wars, the United States is always designated as "The Red," and the foreign power as "The Blue." The military and naval forces of the two countries are compiled and classified, and all their bases and lines of communication carefully studied before the "situation" is prepared.

Copies of this situation are then given to the chairman of two committees, one being informed that he is commander-in-chief of "The Red," and the other that he commands "The Blue," and they are informed that the game is to be played on a certain day.

On the day appointed for the game a large chart table is placed in a central room; upon the table is tacked a chart of the theater of operations, and beside this are placed red and blue lead pencils, rulers, dividers, duplicating notebooks and a record-sheet, while around the board are maps for reference telegraphic cable maps, compass maps and sailing charts.

The game is also provided with an airplane arrow to decide the direction of the wind or nature of the weather when this is of importance; also a table of classes of vessels, with their values, speeds, endurance and visibility.

Naval Promotions.

WASHINGTON, Nov. 30.—The death of Admiral McNeil will bring about a number of promotions in the Navy, the more important being Captain John J. Read to the rank of Rear-Admiral; Commander William T. Burwell to the rank of Captain; and Lieutenant-Commander J. A. H. Nickels to the rank of Commander, with other advances all along the line.

For a Cold in the Head.

Laxative Bromo-Quinine Tablets.

SUCCESSOR TO DAVIS

MUCH DEPENDS ON GOVERNOR LIND'S ACTION.

If a Republican is Appointed, a Fight in the Legislature May Follow.

ST. PAUL, Nov. 30.—Much interest is taken in the choice of a successor to Senator Davis, and the action of Governor Lind in filling the vacancy until the Legislature meets is expected to have an important bearing on the result. If Governor Lind appoints a Democrat, the matter will be very simple, for then the Republicans can fight it out without any one having an advantage. However, if the Governor, who was until four years ago a leading Republican, should appoint a Republican to fill the vacancy with the idea that the term is so short that it would serve no party end and name a Democrat, the Republican Legislature anticipated that such an appointment might stir up party strife. The Republican majority on joint ballot is over 30, so that the fight is within the party ranks.

The proposal to fill the vacancy when the caucus meets the long term for the successor to Senator Nelson shall be disposed of finally before the vacancy is considered. In view of the strong indorsement by the state and legislative conventions given for Nelson's re-election, it is probable that this will be done.

Thousands Viewed Davis' Remains.

ST. PAUL, Minn., Nov. 30.—For five hours today a steady stream of people slowly filed through the rooms in the State Capitol to take a last look at the remains of the late Cushman K. Davis. Nearly 20,000 people viewed the remains. At a o'clock the line of people seemed to be without end, and it was found necessary to close the doors, turning thousands away. The coffin was then again carried to the house by the stately artillerymen, the same simple escort proceeded back to the Senator's late home.

WAR RAGING IN NAVY.

Rear-Admiral Hichborn's Lot Made Hard by Associates.

WASHINGTON, Nov. 30.—Rear-Admiral Philip Hichborn, Chief Constructor of the Navy, will retire March 4. The remaining few months of his career as Chief Constructor of the Navy are being made as bitter as possible by those who have generally been defeated on account of his mastery ability in the matter of the construction of ships. There is in the Navy Department a Construction Board which consists of the heads of several bureaus—the Chief Constructor, Chief Engineer, the Chief of the Bureau of Equipment, the Chief of the Bureau of Ordnance, and the Chief of the Intelligence Office, representing the Chief of the Bureau of Navigation, who does not appear personally at the board. These officers have got together, and by a vote of four to one, Admiral Hichborn has been the one, voted down nearly every recommendation and plan which was proposed by the Chief Constructor. The result will be that many ships will be constructed, unless the Secretary overrules the board, and they will be lacking in many particulars. For example, the Ordnance Bureau cannot be given full sway as to what they will do in the matter of armament and ordnance; likewise, the engineer all the room he wants for his engines, and coal-bunker space. It will be found that the Secretary of a ship, one bureau is overlapping the other or crowding it into a larger ship. Then again there is the fact that electricity in a ship, electric lighting and electric

ammunition hoists have to be provided for. Instead of these being placed under the Chief Constructor, they are given to the Equipment Bureau. The electric wiring for signals is given to the steam engineering, and here two bureaus run two sets of wires about the ship when it ought to be under the direction of one man, so as to prevent interference.

This is an old war raging in the Navy, and is practically the line against the staff. Since the vicious personnel bill became a law the engineers made line officers by it joined with the men lined against the remaining bureaus, for the Ordnance and Equipment Bureaus are run by line officers, as well as the Navigation Bureau, and consequently there are four members of the line against one of the staff, the Construction Bureau. The personnel bill did not disturb the Construction Bureau, except to cut off some officers which were badly needed. It is doubtful if this war would have been made upon Admiral Hichborn, or rather would have been so successful, had it not been for the fact that his term of service is nearly over.

Perhaps in future the Secretary will take into consideration the fact that the Chief Constructor of the Navy should construct the battle-ships and that the Board of Construction should be an advisory board, and not one to take the construction absolutely out of the hands of the officer who is made responsible for the building of the ships.

Stephen L. Dove, for 17 years connected with the implement trade of this city, leaves tonight for Eastern Oregon and Montana on business.

A Busy Woman

Is Mrs. Pinkham. Her great correspondence is under her own supervision.

Every woman on this continent should understand that she can write freely to Mrs. Pinkham about her physical condition because Mrs. Pinkham is

A woman

and because Mrs. Pinkham never violates confidence and because she knows more about the ills of women than any other person in this country.

Lydia E. Pinkham's Vegetable Compound has cured a million sick women. Every neighborhood, almost every family, contains women relieved of pain by this great medicine.

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RUDYARD KIPLING'S "KIM."

A GREAT NOVEL OF LIFE IN INDIA.

IN THE DECEMBER NUMBER will be found the opening chapter of "Kim," one of the greatest novels that has appeared in this generation. In this wondrous story of adventure, comparable to Robinson Crusoe, whose chief characters are an Irish ragamuffin of the streets and an ancient lama of Thibet, the reader is given pictures of people and places and a mighty insight into human life, its problems, its