

BIG FOUR CARGOES

Steamship Adato Carries Over 50,000 Barrels.

PORTLAND'S GREAT RECORD

Has Cleared Twenty-four Cargoes Averaging Nearly 45,000 Barrels Each—Vessels Which Nave Columbia Ground in Elbe.

The Oregon & Oriental Line Adato finished loading at the Portland Flouring Mills last evening, and will clear today for Hong Kong and way ports. She failed to come up to the record of the Thyra, Eva and Bergenhus as a carrier, but she is one of the few vessels that have ever carried a flour cargo in excess of 50,000 barrels.

Table with columns: Name, Barrels, Name, Barrels. Lists cargo details for various ships like Thyra, Eva, Bergenhus, etc.

PORT OF HAMBURG DOOMED.

Ships Which Navigate the Columbia Safely Ground in the Elbe. The German bark Ecuador, which loaded in Portland about two years ago, and carried 100,000 barrels of flour to Astoria without touching was recently grounded for several days in the Elbe River, 12 miles below Hamburg.

The Hamburg-American steamship Frankfurt, Captain Barendsen, was on a route from Hamburg for the Orient, and was obliged to lighten a portion of her cargo, before she was finally floated. Following out the Astoria theory, accidents of this kind, would mean the commercial doom of Hamburg, but this is not the worst, for on the same day that the bark Ecuador grounded in the Elbe, two big trans-Atlantic liners met the same fate in the same stream.

"It is expected they will be floated soon and resume their interrupted trips. Tugs were sent from here to help them free." "The River Elbe narrows at Schulin. It is a bend on the river. The bottom of the channel, of shifting sands, frequently changes with the tides. It was misty when the two vessels struck, but they were in what had been the center of the channel."

"The Elbe, below Hamburg to Schulin, runs 100 miles north of west. Then it makes a turn to the northwest. The channel, obeying one of its idiosyncrasies, had shifted closer to the northern shore than it had been when the Bismarck and Pretoria entered Hamburg. They had at that time passed over the very course which caused them to stick today."

SHIPS ARE VALUABLE.

Aspic Ships for Nearly \$300,000 More Than She Did Three Years Ago. Marine property continues to rule at high rates all over the world, and ships are selling at higher prices than at any time during the present decade.

THE BAR STILL OBSCURED.

Columbia Finds an Opening, However, and Makes Good Run. The thick fog is still hanging like a pall over the mouth of the river and nothing has been heard from the overdue liner Mounmouthshire. The steamer Columbia found an opening in the gloom for a few minutes yesterday morning, and reached Astoria shortly after 9 o'clock.

THREE DEATHS AT SEA.

German Liner Lands Nearly 1900 Passengers at New York. NEW YORK, Dec. 7.—The North German Lloyd steamer Friedrich der Grosse, which arrived today from Bremen and Cherbourg, had a very stormy voyage. Throughout the passage heavy westerly gales and high seas were encountered and between longitude 45 and 67 the wind blew with hurricane force, with a tremendous high sea, and the steamer made little headway. Three children died in the steamer during the voyage.

Port Captain of Columbia Pilots.

ASTORIA, Dec. 7.—At a meeting of the Columbia River pilots Captain James Taiton was selected as port captain, to serve for a term of three months on shore and look after the business interests of the other pilots. The selection was considered an admirable one, as no bar pilot is better informed about the business than Captain Taiton.

GRAVE ALASKA PROBLEM

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Comprehensive Statement of Many Difficulties Which Must Be Contended With.

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