

FEW CARGO SHIPS

But One Lone Vessel With Freight From Europe.

DINGLEY KILLED THE TRADE

Ship Argus Now Loading at Rotterdam-British Ship Chartered to Load Ore at a British Columbia Port-Marine Disasters.

For the first time in many years there is but one lone cargo ship en route to Portland from a European port, and even this one has only a few tons of cargo. The vessel which is the sole representative of the cargo ships on the en route list is the Lucipara, which comes from Antwerp to Taylor, Young & Co. by way of San Diego, and is now fully due at this port. This is rather a remarkable situation, but the arrival of the Lucipara will not leave the route uncovered for a long time. The British ship Argus, at Rotterdam, a load for this port via Honolulu, where a portion of her cargo will be discharged. The Argus loaded a few hundred tons of brick and cement on the Tyne, and then proceeded to Rotterdam to complete her cargo. The Dingley tariff is blamed for the withdrawal of all of the cargo ships from this route for the reason that nearly all of the vessels coming out from Europe with general cargo a few years ago brought from 600 to 1000 tons of salt, which, under the Wilson bill, was admitted at a duty of 50 cents per ton. Now, under the Dingley act, a tariff of \$1 per ton is charged on salt, and the American salt trust has a monopoly of the trade. Another item that has contributed to the withdrawal of cargo ships is the rise of the American tin plate industry. Several years ago, it required several ships to bring to the coast all of the tin needed for the tin can industry. Now all of this tin is produced in America, and no longer supplies freight for the wind-jammers. There are about half a dozen cargo ships bound for Victoria and Vancouver, but some of them have partial cargoes for Puget Sound ports on the American side, but the business is very small compared to that of a few years ago.

PIONEER A TOTAL LOSS.

Her Crew Were Rescued by People on the Beach.

SHERIDAN, Dec. 19.—Captain Mickelson, of the lumber schooner Pioneer, has just arrived here en route for Portland to report the total loss of his vessel at Haystack Rock, near Woods, Tillamook County. The Pioneer left Knappton, Wash., Sunday, December 3, with a full load of dressed lumber bound for San Francisco. All went well until Sunday morning, when she encountered the beginning of the late storm, and the extremely heavy swell twisted off her rudder. A jury rudder was rigged, which she sailed on for a time, but the storm increased in violence, so that the Captain estimates the velocity of the wind to have been 90 miles an hour. This jury rudder was rendered useless and the vessel was at the mercy of the elements. She gradually drifted toward the coast, sighting Yaquina Bay light on Sunday morning. She was then under bare poles. She signaled for assistance, but the signal was not understood, and she ran up her flag upside down, and thought the signal was observed. Drifting up the coast, the vessel entered the breaker zone near Haystack Rock. Captain Mickelson, with a crew of 12, was on board. The ship was broken in two, and the crew were rescued by people on the beach.

ORE FROM THE NORTH.

British Ship Castle Rock Chartered for New Business.

A new feature in the ocean freight situation came to light yesterday in the reported charter of the British ship Castle Rock to load ore at Vancouver, B. C., for the United Kingdom. Several small shipments of ore, ranging from 50 tons to 100 tons have been made to Europe from the Canadian ports, but this is the first initial charter made for an entire shipload. Just what effect it will ultimately have on the freight market is uncertain as yet, but if the business reported in the proportions reached by the New Caledonia ore shipments, it will be but a question of time before the ore fleet out of the Pacific is increased. It is said to be an inexhaustible supply of it on Vancouver Island, and one or two of the smaller islands lying adjacent. The Castle Rock is now out about 30 days from San Francisco on Wednesday last, and for some unknown reason the San Francisco brokers are quoting 10 per cent reinsurance on her. There is no more reason for making her a subject for reinsurance than the fact that she is quoted at 10 and 15 per cent on the Pacific, West Coast. Fairgrave and a lot more ships which have been posted in San Francisco as overdue this season, and a matter of fact none of them made passages much longer than the average. The Castle Rock has been offering for wheat loading at Portland or Tacoma, and the fact that she has never considered anything but grain, lumber or salmon in the round-the-horn traffic.

AT MERCY OF STORM.

Steamer Coquille River Safe at Seattle After Perilous Voyage.

SEATTLE, Dec. 19.—The steamer Coquille River is now safely anchored in the bay, after drifting about four days at the mercy of the storm which has been raging all along the North Pacific Coast for some time past. The Coquille River started from San Francisco on Wednesday last in ballast, bound for Gray's Harbor. Shortly after putting to sea the wind began to blow hard from the southeast and steadily increased in violence. The first gale was a heavy one, and the vessel lay out about one blade of her propeller, and during the following two days lost two other blades, leaving but one blade. In this condition the ship could not even steady without the use of sails, and under the stress of the tumultuous seas it was necessary to heave to.

OUR BANNER TRADE YEAR

DISTINCTION WHICH WILL BE EARNED BY 1900.

Favorable Balance Will Be \$25,000,000 Greater Than Ever Before—Statistics on Subject.

WASHINGTON, Dec. 19.—The commercial record of the United States for 1900 will surpass that of any preceding year, both in exports and in the excess of exports over imports, or "favorable balance of trade," which, in fact, is usually 15 per cent of the total value of the goods imported. The total value of the goods imported in 1900 will be about \$1,700,000,000, and the total value of the goods exported will be about \$1,725,000,000, making the excess of exports over imports, or favorable balance of trade, \$25,000,000, a sum greater by \$25,000,000 than that of any preceding year. It is only since 1873 that the excess of exports over imports has exceeded the imports, and with regularity exceeded the balance of trade which has almost continuously characterized our commerce during the last quarter of a century. Yet it remains for the closing year of the century to present not only the highest figures of exports, but the highest record of excess of exports over imports, or favorable balance of trade in the history of our commerce.

FEARLESS IN TROUBLE.

One of the San Francisco Whalers in Distress at Marshfield. MARCHFIELD, Or., Dec. 19.—The auxiliary steam bark Fearless, Captain James J. Jones, has been in distress at Marshfield, where she is being attended to by the British bark Argus, at Rotterdam, a load for this port via Honolulu, where a portion of her cargo will be discharged. The Argus loaded a few hundred tons of brick and cement on the Tyne, and then proceeded to Rotterdam to complete her cargo. The Dingley tariff is blamed for the withdrawal of all of the cargo ships from this route for the reason that nearly all of the vessels coming out from Europe with general cargo a few years ago brought from 600 to 1000 tons of salt, which, under the Wilson bill, was admitted at a duty of 50 cents per ton. Now, under the Dingley act, a tariff of \$1 per ton is charged on salt, and the American salt trust has a monopoly of the trade. Another item that has contributed to the withdrawal of cargo ships is the rise of the American tin plate industry. Several years ago, it required several ships to bring to the coast all of the tin needed for the tin can industry. Now all of this tin is produced in America, and no longer supplies freight for the wind-jammers. There are about half a dozen cargo ships bound for Victoria and Vancouver, but some of them have partial cargoes for Puget Sound ports on the American side, but the business is very small compared to that of a few years ago.

ROYALIST HAD ROUGH TRIP.

Big Japan Sugar Steamer at Vancouver—Wager Lost in Storm.

YANCOUVER, B. C., Dec. 19.—The steamer Royalist arrived in port today, 23 days from Japan, and 10 days overdue. Several days out she encountered a terrible gale, which broke her steering gear, and the vessel was at the mercy of the waves. The Royalist was badly battered about, and her crew never expected to reach port. She is the largest sugar ship on the coast, and is carrying a cargo of raw sugar across the Pacific, comprising 4000 tons of raw sugar.

October Marine Disasters.

The administration of the Bureau Veritas has just published the list of marine disasters, reported during the month of October, 1900, concerning all flags, as follows: Sailing vessels reported lost: 1, British; 2, French; 3, German; 4, Italian; 5, Dutch; 6, Spanish; 7, Russian; 8, American; 9, Danish; 10, Swedish; 11, Italian; 12, Japanese; 13, Norwegian; 14, Danish; 15, Swedish; 16, Italian; 17, American; 18, British; 19, Danish; 20, Dutch; 21, French; 22, German; 23, Italian; 24, Japanese; 25, Norwegian; 26, Danish; 27, Swedish; 28, Italian; 29, American; 30, British; 31, Danish; 32, Dutch; 33, French; 34, German; 35, Italian; 36, Japanese; 37, Norwegian; 38, Danish; 39, Swedish; 40, Italian; 41, American; 42, British; 43, Danish; 44, Dutch; 45, French; 46, German; 47, Italian; 48, Japanese; 49, Norwegian; 50, Danish; 51, Swedish; 52, Italian; 53, American; 54, British; 55, Danish; 56, Dutch; 57, French; 58, German; 59, Italian; 60, Japanese; 61, Norwegian; 62, Danish; 63, Swedish; 64, Italian; 65, American; 66, British; 67, Danish; 68, Dutch; 69, French; 70, German; 71, Italian; 72, Japanese; 73, Norwegian; 74, Danish; 75, Swedish; 76, Italian; 77, American; 78, British; 79, Danish; 80, Dutch; 81, French; 82, German; 83, Italian; 84, Japanese; 85, Norwegian; 86, Danish; 87, Swedish; 88, Italian; 89, American; 90, British; 91, Danish; 92, Dutch; 93, French; 94, German; 95, Italian; 96, Japanese; 97, Norwegian; 98, Danish; 99, Swedish; 100, Italian; 101, American; 102, British; 103, Danish; 104, Dutch; 105, French; 106, German; 107, Italian; 108, Japanese; 109, Norwegian; 110, Danish; 111, Swedish; 112, Italian; 113, American; 114, British; 115, Danish; 116, Dutch; 117, French; 118, German; 119, Italian; 120, Japanese; 121, Norwegian; 122, Danish; 123, Swedish; 124, Italian; 125, American; 126, British; 127, Danish; 128, Dutch; 129, French; 130, German; 131, Italian; 132, Japanese; 133, Norwegian; 134, Danish; 135, Swedish; 136, Italian; 137, American; 138, British; 139, Danish; 140, Dutch; 141, French; 142, German; 143, Italian; 144, Japanese; 145, Norwegian; 146, Danish; 147, Swedish; 148, Italian; 149, American; 150, British; 151, Danish; 152, Dutch; 153, French; 154, German; 155, Italian; 156, Japanese; 157, Norwegian; 158, Danish; 159, Swedish; 160, Italian; 161, American; 162, British; 163, Danish; 164, Dutch; 165, French; 166, German; 167, Italian; 168, Japanese; 169, Norwegian; 170, Danish; 171, Swedish; 172, Italian; 173, American; 174, British; 175, Danish; 176, Dutch; 177, French; 178, German; 179, Italian; 180, Japanese; 181, Norwegian; 182, Danish; 183, Swedish; 184, Italian; 185, American; 186, British; 187, Danish; 188, Dutch; 189, French; 190, German; 191, Italian; 192, Japanese; 193, Norwegian; 194, Danish; 195, Swedish; 196, Italian; 197, American; 198, British; 199, Danish; 200, Dutch; 201, French; 202, German; 203, Italian; 204, Japanese; 205, Norwegian; 206, Danish; 207, Swedish; 208, Italian; 209, American; 210, British; 211, Danish; 212, Dutch; 213, French; 214, German; 215, Italian; 216, Japanese; 217, Norwegian; 218, Danish; 219, Swedish; 220, Italian; 221, American; 222, British; 223, Danish; 224, Dutch; 225, French; 226, German; 227, Italian; 228, Japanese; 229, Norwegian; 230, Danish; 231, Swedish; 232, Italian; 233, American; 234, British; 235, Danish; 236, Dutch; 237, French; 238, German; 239, Italian; 240, Japanese; 241, Norwegian; 242, Danish; 243, Swedish; 244, Italian; 245, American; 246, British; 247, Danish; 248, Dutch; 249, French; 250, German; 251, Italian; 252, Japanese; 253, Norwegian; 254, Danish; 255, Swedish; 256, Italian; 257, American; 258, British; 259, Danish; 260, Dutch; 261, French; 262, German; 263, Italian; 264, Japanese; 265, Norwegian; 266, Danish; 267, Swedish; 268, Italian; 269, American; 270, British; 271, Danish; 272, Dutch; 273, French; 274, German; 275, Italian; 276, Japanese; 277, Norwegian; 278, Danish; 279, Swedish; 280, Italian; 281, American; 282, British; 283, Danish; 284, Dutch; 285, French; 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359, Italian; 360, Japanese; 361, Norwegian; 362, Danish; 363, Swedish; 364, Italian; 365, American; 366, British; 367, Danish; 368, Dutch; 369, French; 370, German; 371, Italian; 372, Japanese; 373, Norwegian; 374, Danish; 375, Swedish; 376, Italian; 377, American; 378, British; 379, Danish; 380, Dutch; 381, French; 382, German; 383, Italian; 384, Japanese; 385, Norwegian; 386, Danish; 387, Swedish; 388, Italian; 389, American; 390, British; 391, Danish; 392, Dutch; 393, French; 394, German; 395, Italian; 396, Japanese; 397, Norwegian; 398, Danish; 399, Swedish; 400, Italian; 401, American; 402, British; 403, Danish; 404, Dutch; 405, French; 406, German; 407, Italian; 408, Japanese; 409, Norwegian; 410, Danish; 411, Swedish; 412, Italian; 413, American; 414, British; 415, Danish; 416, Dutch; 417, French; 418, German; 419, Italian; 420, Japanese; 421, Norwegian; 422, Danish; 423, Swedish; 424, Italian; 425, American; 426, British; 427, Danish; 428, Dutch; 429, French; 430, German; 431, Italian; 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505, Norwegian; 506, Danish; 507, Swedish; 508, Italian; 509, American; 510, British; 511, Danish; 512, Dutch; 513, French; 514, German; 515, Italian; 516, Japanese; 517, Norwegian; 518, Danish; 519, Swedish; 520, Italian; 521, American; 522, British; 523, Danish; 524, Dutch; 525, French; 526, German; 527, Italian; 528, Japanese; 529, Norwegian; 530, Danish; 531, Swedish; 532, Italian; 533, American; 534, British; 535, Danish; 536, Dutch; 537, French; 538, German; 539, Italian; 540, Japanese; 541, Norwegian; 542, Danish; 543, Swedish; 544, Italian; 545, American; 546, British; 547, Danish; 548, Dutch; 549, French; 550, German; 551, Italian; 552, Japanese; 553, Norwegian; 554, Danish; 555, Swedish; 556, Italian; 557, American; 558, British; 559, Danish; 560, Dutch; 561, French; 562, German; 563, Italian; 564, Japanese; 565, Norwegian; 566, Danish; 567, Swedish; 568, Italian; 569, American; 570, British; 571, Danish; 572, Dutch; 573, French; 574, German; 575, Italian; 576, Japanese; 577, Norwegian; 578, Danish; 579, Swedish; 580, Italian; 581, American; 582, British; 583, Danish; 584, Dutch; 585, French; 586, German; 587, Italian; 588, Japanese; 589, Norwegian; 590, Danish; 591, Swedish; 592, Italian; 593, American; 594, British; 595, Danish; 596, Dutch; 597, French; 598, German; 599, Italian; 600, Japanese; 601, Norwegian; 602, Danish; 603, Swedish; 604, Italian; 605, American; 606, British; 607, Danish; 608, Dutch; 609, French; 610, German; 611, Italian; 612, Japanese; 613, Norwegian; 614, Danish; 615, Swedish; 616, Italian; 617, American; 618, British; 619, Danish; 620, Dutch; 621, French; 622, German; 623, Italian; 624, Japanese; 625, Norwegian; 626, Danish; 627, Swedish; 628, Italian; 629, American; 630, British; 631, Danish; 632, Dutch; 633, French; 634, German; 635, Italian; 636, Japanese; 637, Norwegian; 638, Danish; 639, Swedish; 640, Italian; 641, American; 642, British; 643, Danish; 644, Dutch; 645, French; 646, German; 647, Italian; 648, Japanese; 649, Norwegian; 650, Danish; 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724, Italian; 725, American; 726, British; 727, Danish; 728, Dutch; 729, French; 730, German; 731, Italian; 732, Japanese; 733, Norwegian; 734, Danish; 735, Swedish; 736, Italian; 737, American; 738, British; 739, Danish; 740, Dutch; 741, French; 742, German; 743, Italian; 744, Japanese; 745, Norwegian; 746, Danish; 747, Swedish; 748, Italian; 749, American; 750, British; 751, Danish; 752, Dutch; 753, French; 754, German; 755, Italian; 756, Japanese; 757, Norwegian; 758, Danish; 759, Swedish; 760, Italian; 761, American; 762, British; 763, Danish; 764, Dutch; 765, French; 766, German; 767, Italian; 768, Japanese; 769, Norwegian; 770, Danish; 771, Swedish; 772, Italian; 773, American; 774, British; 775, Danish; 776, Dutch; 777, French; 778, German; 779, Italian; 780, Japanese; 781, Norwegian; 782, Danish; 783, Swedish; 784, Italian; 785, American; 786, British; 787, Danish; 788, Dutch; 789, French; 790, German; 791, Italian; 792, Japanese; 793, Norwegian; 794, Danish; 795, Swedish; 796, Italian; 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1151, Italian; 1152, Japanese; 1153, Norwegian; 1154, Danish; 1155, Swedish; 1156, Italian; 1157, American; 1158, British; 1159, Danish; 1160, Dutch; 1161, French; 1162, German; 1163, Italian; 1164, Japanese; 1165, Norwegian; 1166, Danish; 1167, Swedish; 1168, Italian; 1169, American; 1170, British; 1171, Danish; 1172, Dutch; 1173, French; 1174, German; 1175, Italian; 1176, Japanese; 1177, Norwegian; 1178, Danish; 1179, Swedish; 1180, Italian; 1181, American; 1182, British; 1183, Danish; 1184, Dutch; 1185, French; 1186, German; 1187, Italian; 1188, Japanese; 1189, Norwegian; 1190, Danish; 1191, Swedish; 1192, Italian; 1193, American; 1194, British; 1195, Danish; 1196, Dutch; 1197, French; 1198, German; 1199, Italian; 1200, Japanese; 1201, Norwegian; 1202, Danish; 1203, Swedish; 1204, Italian; 1205, American; 1206, British; 1207, Danish; 1208, Dutch; 1209, French; 1210, German; 1211, Italian; 1212, Japanese; 1213, Norwegian; 1214, Danish; 1215, Swedish; 1216, Italian; 1217, American; 1218, British; 1219, Danish; 1220, Dutch; 1221, French; 1222, German; 1223, Italian; 1224, Japanese; 1225, Norwegian; 1226, Danish; 1227, Swedish; 1228, Italian; 1229, American; 1230, British; 1231, Danish; 1232, Dutch; 1233, French; 1234, German; 1235, Italian; 1236, Japanese; 1237, Norwegian; 1238, Danish; 1239, Swedish; 1240, Italian; 1241, American; 1242, British; 1243, Danish; 1244, Dutch; 1245, French; 1246, German; 1247, Italian; 1248, Japanese; 1249, Norwegian; 1250, Danish; 1251, Swedish; 1252, Italian; 1253, American; 1254, British; 1255, Danish; 1256, Dutch; 1257, French; 1258, German; 1259, Italian; 1260, Japanese; 1261, Norwegian; 1262, Danish; 1263, Swedish; 1264, Italian; 1265, American; 1266, British; 1267, Danish; 1268, Dutch; 1269, French; 1270, German; 1271, Italian; 1272, Japanese; 1273, Norwegian; 1274, Danish; 1275, Swedish; 1276, Italian; 1277, American; 1278, British; 1279, Danish; 1280, Dutch; 1281, French; 1282, German; 1283, Italian; 1284, Japanese; 1285, Norwegian; 1286, Danish; 1287, Swedish; 1288, Italian; 1289, American; 1290, British; 1291, Danish; 1292, Dutch; 1293, French; 1294, German; 1295, Italian; 1296, Japanese; 1297, Norwegian; 1298, Danish; 1299, Swedish; 1300, Italian; 1301, American; 1302, British; 1303, Danish; 1304, Dutch; 1305, French; 1306, German; 1307, Italian; 1308, Japanese; 1309, Norwegian; 1310, Danish; 1311, Swedish; 1312, Italian; 1313, American; 1314, British; 13