

PORTLAND NEAR THE HEAD

NOVEMBER WHEAT SHIPMENTS MADE REMARKABLE SHOWING.

Were Exceeded in Volume by Those of But One Other Port—Fifteen December Grain Ships Finished.

There was but one other port in the United States that shipped more wheat in November than was exported from this city, and even that port that stood at the head of the list beat the Oregon metropolis out by but little over 30,000 bushels. Portland's exports were nearly double those for the corresponding month last year, and were sufficient to bring the total for the 11 months ending December 1 to 11,000,000 bushels, the amount to go out in December, will bring the shipments for the calendar year up to a total of 11,000,000 bushels. The shipments from all American ports for the 11 months ending December 1 are nearly double those of a year ago, some of the Eastern ports making phenomenal gains, Baltimore showing shipments five times as great as those of the same period a year ago. The shipments for the different ports, as compiled by the Bureau of Statistics at Washington, are as follows:

Port	1901	1900
San Francisco	1,884,296	1,671,471
Portland	1,884,296	1,671,471
New Orleans	1,669,200	755,246
New York	1,567,560	1,002,097
Puget Sound	1,487,220	1,002,097
Philadelphia	1,199,546	641,296
Baltimore	1,189,869	141,118
Boston and Charlestown	968,728	34,248
Galveston	677,941	1,122,368
Superior	544,599	115,618
Newport News	513,300	92,900
Chicago	134,000	312,529
Mobile	24,800	24,800
Savannah	22,400	22,400
Duluth	22,400	22,400
Other districts	303,376	16,692
Total	12,656,620	8,251,163

The shipments of the same ports for the first 11 months of the calendar year—January 1 to December 1—were as follows:

Port	1901	1900
New York	26,618,365	16,699,625
New Orleans	19,777,728	7,806,976
Boston and Charlestown	17,140,424	8,640,568
Galveston	12,931,239	11,416,811
Portland	11,884,296	11,000,000
Philadelphia	9,648,822	5,859,250
Puget Sound	9,648,822	4,115,626
Chicago	4,947,435	4,738,821
Superior	4,565,596	1,153,814
Newport News	4,565,596	1,153,814
Duluth	2,006,572	1,887,514
Savannah	1,887,514	1,887,514
Mobile	1,887,514	1,887,514
Other districts	1,887,514	1,887,514
Total	126,018,718	82,674,128

SCHILLER AND OLIVIA.

Two More Grain Ships Finish Loading for the United Kingdom.

Two more grain cargoes were added to the December list yesterday. The German bark Schiller, which was towed into Portland last Wednesday afternoon, finished loading yesterday noon. She was dispatched by the Northwestern Warehouse Company, and carries 6,023 bushels of wheat, valued at \$7,320. The wrecked steamer, which was the first vessel of the season to come into port, discharge ballast and load outward in one week. The Norwegian bark Olivia, which was loaded by Balfour, Guthrie & Co., is in the stream, ready to clear, with 7,000 bushels of wheat, valued at \$8,400. The bark Olivia is now pretty well cleaned up, but it is expected that she will have some handsome additions when the fleet in the offing and at Astoria comes up the river.

Thus far, 15 grain ships have cleared this month, carrying (four included) 1,642,280 bushels of wheat. December will not be a record-breaker for wheat shipments, but for the month they will reach well up towards 2,000,000 bushels, and there will be a big fleet left to go over to January for a good start for the new year.

SAN BLAS WRECKED.

Pacific Mail Line Struck a Reef Off La Libertad.

SAN FRANCISCO, Dec. 18.—A dispatch to the Merchants' Exchange says that the steamer San Blas, which left San Francisco November 29 for Panama, was wrecked December 12 off the coast of La Libertad. The passengers and crew were saved. The San Blas was owned by the Pacific Mail Company. She was 281 feet long, net tonnage 1498, and was built by John Roach in 1882. She carried a crew of about 50 men and was commanded by Captain Kattarich. She carried passengers and freight for Mexican and Central American ports. The wreck occurred five miles north of La Libertad, on the San Salvador coast. It is thought that the passengers and crew are being brought north on the steamer Newport. The total value of the cargo on the San Blas was \$156,198.

Later information shows that the San Blas struck a reef between Acapulco and La Libertad, off the coast of Salvador, and is a total wreck. Her crew and passengers made their way in boats to La Libertad, from where they were rescued. The wrecked steamer Newport, which was at that port yesterday. The local officers saw the only white passengers from here were W. Hunif and G. S. Keon. There were Chinese aboard.

Ruth's Position Unchanged.

CORVALLIS, Dec. 18.—The steamer Ruth still hangs on the snag in the Willamette. She is secured by lines to the shore and by the snag, and, beyond settling a little in the water, has not changed position. The Modoc came up yesterday afternoon and removed the cargo. Barges and other appliances for getting the Ruth out of her uncomfortable position are expected from Portland tomorrow.

Steamer Crew Rescued.

PARIS, Dec. 18.—Additional dispatches received here from Marseilles announce that 46 of the members of the crew of 52 men belonging to the French steamer Kleber, ashore east of the mouth of the River Rhone, have been rescued through the use of lifeboats. The captain and the other officers of the Kleber have refused to leave the vessel.

Shipwrecked Crew Rescued.

NEW YORK, Dec. 18.—The Panama Railway & Steamship Company's steamer Advance, which arrived today from Colon, rescued and brought to port the captain and crew of the wrecked schooner Edward W. Young, of Boston. The Young sailed from Georgetown, S. C., December 13, for New York, lumber-laden, and was abandoned at sea.

Fines Refunded to Steamers.

SEATTLE, Wash., Dec. 18.—The local customs officer today handed the Pacific Packing & Navigation Company, owners of the steamer Valerica, a check for \$660, the amount of the fine imposed on the vessel for carrying passengers beyond her limit, which has been refunded. Refund vouchers to the amount of \$750 have been ordered drawn for the North American Trading & Transportation Company, owners of the steamer Roanoke, fined for similar reasons.

Ras on a Snag and Sank.

SEATTLE, Wash., Dec. 18.—The steamer E. D. Smith, of the La Conner Trading & Transportation Company, ran on a snag in the Skagit River Tuesday night, and sank in eight feet of water. Her crew was in no great danger at any time.

A Derelict Sighted.

ASTORIA, Dec. 18.—The British ship

GUARD READY FOR ACTION

FULL EQUIPMENT PROVIDED FOR THE OREGON SOLDIERS.

General Beebe Will Inspect Third Regiment—Four Privates Discharged—Honorable Discharge.

The Oregon National Guard now comprises 197 officers and men, all of whom are completely equipped for service. They have full uniforms and accoutrements, blankets, shelter-tents, and 40 rounds of fixed ammunition per man, held in reserve. Any of the companies that might be ordered out for service at short notice would have to wait for nothing. They have everything on hand at their armories.

Adjutant-General Gantenbein has sent out circulars requesting officers of the land forces to send him certificates showing that they have provided themselves with the outfit required by regulations, which for a mounted officer is: One cap, blouse, pair trousers, overcoat or cape, pair riding boots or pair leather leggings, pair spurs, saber, saber-knife, saber-belt, pair gaiters, three pairs white gloves, campaign hat, hat-cord, khaki blouse,

than the three per cent required by law, and some went above four per cent.

"Milk reaches as high as seven per cent in butter fat," Mr. Bailey said, "and the average in Portland is about four per cent. The people of this city are getting richer milk than those of some Ohio cities, where the milk is as low as 1.1 per cent is reached in the tests, according to the official report of last year. Milk does not have to be very rich to meet the requirements of the Oregon law."

DREAMS OF THE SANTIAMER

In the Future Great Wealth May Be Developed.

The Santiam River is one of the main pipe lines for conveying the crystal waters of Mount Jefferson and its sister snow-peaks into the widening Willamette.

Frank H. Snow, who was down yesterday from his claim well up on the North Fork of the Santiam, said:

"We have a grand mountain country up there, full of fresh air and landscapes and big trees and solitude. The latter is rather lonesome, and we have to come out occasionally to keep in touch with the world and read the street signs and practice on the sidewalks. We are content in the long summer time we are content to catch the big trout in our near-by lakes and to browse around with the deer and elk."

"Our timber up the Santiam is an empire in itself, and will some day yield rich returns to its owners. But at present its

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PENNSYLVANIA'S NEW YORK TERMINAL CONNECTIONS.

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