

BIG CARGO FOR THE CAPE

MAMMOTH SHIP SPEKE CHARTERED TO LOAD AT PORTLAND.

Will Carry Nearly Five Thousand Tons Cargo Tonnage for Portland—Greatest on Record.

The largest cargo of wheat that has ever left the Pacific Coast for South Africa will be shipped from Portland early in June on the big ship Speke. This vessel, which is said to be the largest three-masted ship afloat, was chartered yesterday by T. M. Stevens & Co., to load a full cargo at this port for the dark continent. The ship, which was loaded at Portland, has been chartered to carry a cargo of over 150,000 bushels from San Francisco.

The experience of the Speke with the freight market has been much similar to that of a number of other ships during the season just ending. She came to Portland from Australia in ballast, and soon after she sailed from the Antipodes she refused 35 shillings for wheat loading for Europe. Rates began falling, and by the time she arrived she could not secure 35 shillings. She then she has been offering spasmodically, but always above her market value, until yesterday, when she was closed for the Cape at 25 1/2. This rate is 50 lower than the rate paid for the last South African ship from Puget Sound, but the vessel is such a large carrier that she could not secure as much as a smaller vessel.

TWENTY-SIX CARGO SHIPS.

Wisco Bank From Newcastle-on-Tyne Swells List to Record.

For the first time on record since Portland has assumed any prominence as a shipping point, the list of cargo ships en route or listed for Portland is greater than that of the ballast vessels. The scale was turned yesterday by the addition to the list of the British ship Wisco Bank, which sailed from Newcastle-on-Tyne for Portland loading at Newcastle-on-Tyne. The ship will bring general cargo, and will sail for Portland about June 15. This makes a total of six cargo ships with a net registered tonnage of 47,000, and a carrying capacity of over 80,000 tons. The ballast ships en route and listed number 25, with a net registered tonnage of 44,000.

Antwerp and Hamburg lead the list, former with nine vessels, as follows: Bladon Hill, Christel, Copley, Cyproenne, Emelle, Holvoort, Hutton Hall, Muscicrag and Ventura. From Hamburg is coming the Riverste, Herzogin Cecelia, Semantha and Matterhorn. From Newcastle, N. S. W., the Bramble, Dimdale, Euphrates, and the Cape Horn. The Alerton loads at Barrow, and the G. W. Wolf at Cardiff. Most of these ships will reach this city early in the fall, and will give Portland a new season for starting the season than she has ever had before.

TRANS-PACIFIC TRAFFIC.

Canadian Pacific Liners Are Carrying Full Cargoes Both Ways.

While all of the American lines running in the trans-Pacific trade are going out with light cargoes, the Canadian Pacific liners out of Vancouver are carrying full freight both ways. In commenting on this situation, the Vancouver Province, in reporting the sailing of the Tartar on Wednesday, says:

"She is not taking out many passengers, but she has a full cargo of general Canadian merchandise destined for Oriental ports. Ever since the steamship Tartar and Athenian became permanent fixtures upon the Oriental route several months ago, their entire hold space has been occupied when sailing outward from this port, and on their entry back to Vancouver they have always brought full cargoes. Such a record cannot be shown by any line of steamers plying between Sound points and the Orient. The Canadian Pacific has for months past steamers running from the Sound for Oriental ports have departed with only half cargoes, and in at least one instance a vessel which was bound for Japan was assured for many months to come; in fact, the traffic is now more solid and permanent than it ever was since the Canadian Pacific Railway vessels were placed on the route."

NO WORSE FOR WEAR.

Steamer Geo. W. Elder Came Through the Hurricane Without Damage.

The steamer Elder reached her dock in this city at 5 o'clock yesterday morning, and most of her passengers were glad that they were here. Captain Clem Randall, who brought the steamer safely through her rough trip, was much pleased by the passengers for his skillful handling of the ship, under difficulties. The experience was not pleasant for some of them, but few if any of the passengers were badly frightened, as the action of Captain Randall in putting in at Drake's Bay inspired confidence in them, by assuring them that they were in good hands, and would not be subjected to any serious danger. The steamer sustained no injury whatever, and will go out on time tonight, and will probably make a good many trips on the route before she again receives such a shaking-up.

RIVER STEAMER BURNED.

John K. Speed a Total Loss at New Orleans Dock.

NEW ORLEANS, May 22.—The steamer John K. Speed, lying at her wharf, off of La Fayette street, took fire at 2:25 o'clock this afternoon, supposedly from alcohol stored in the hold, and quickly burned to the water's edge. The boat and cargo are a total loss. Captain Marr was aboard when the flames first ascended. A general fire alarm was turned in, but a very large section burned away. Fire engine No. 14, which was backed up near the water's edge, slipped into the river, and now lies at the bottom. A diver will be sent down immediately to recover it. The loss will be, including cargo and wharves, \$75,000. The J. K. Speed was to leave for St. Louis at 5 o'clock this afternoon.

ENGLAND FEELING BETTER.

Decides That the Ship Combine Was a Good Thing.

LONDON, May 22.—The Times, in an editorial defining the ship combine, contends that British shipping companies could not have taken a more patriotic course. The Times says:

"We have gone far to settle the question of food supply in war times, because the Americans will now be directly interested in the safety of grain cargoes until they reach our shores. Auxiliary cruisers are very good things to amuse the public with, but their actual value in case of war is an unknown quantity. The right thing for the British Navy is to have its own scout and dispatch boats, and not to rely on amateur performances by vessels designed for different work. We suspect that the Admiralty does not privately regard the auxiliary cruisers with the enthusiasm it is its fashion to affect in its utterances which are intended for the public."

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FLOATING WRECKAGE FOUND.

Appears to Be From a Deep-Sea Vessel.

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VICTORIA, B. C., May 22.—The sealing schooner Nellie Thurston, the Roscovitz

schooners which, according to a Halifax dispatch, have reached that port with large catches are owned in Victoria. They are the Beatrice L. Corum and the Elvira Boyd, and have been sealing off the South Shetland Islands and Cape Horn.

The Baroda Not Moved.

MARSHFIELD, Or., May 22.—The sea

was too rough today for the tug to pull off the Baroda. Captain Burns expects to boat her as soon as the sea smooths down.

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ASTORIA, May 22.—Sailed—Steamer Ennis

for Tillamook. Condition of the bar at 4 P. M. rough; wind southwest; weather cloudy.

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Shanghai, from Portland.

Tacoma, May 22.—Arrived—British ship So-

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Havre, May 22.—Arrived—La Lorraine, from

Queensown, May 22.—Arrived—Germanic

from New York.

Genoa, May 22.—Arrived—Ponencia, from

New York.

Liverpool, May 22.—Arrived—Parisian, from

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Rotterdam, May 22.—Sailed—Lithuania, from

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