# THE AFRICAN TRADE

## Distinctive Feature of November Marine Business.

## FOUR FULL CARGOES FILLED

### Others Now Loading—Further Particulars of Ventnor Wreck—Steamship Klek at Vancouver.

The feature of the November shipping business was the enormous shipments of wheat and flour to South Africa. During the month Portland dispatched for the Dark Continent four cargoes, while a fifth vessel, the British ship Glenesslin, is in the stream with a full cargo aboard ready to clear today. The four vessels which cleared for Cape of Good Hope ports carried 48,741 barrels of flour and 199,498 bushels of wheat, or in wheat measure over 400,000 bushels. European grain shipments for the month were cut down quite materially by the nonarrival of a number of ships which had been chartered for November loading. The flour shipments were also cut down by the delayed arrival of the Oriental liner Indravelli, which had space engagements for over 50,000 barrels for November shipment. The shipments to San Francisco were the largest for any month since 1898. This was due to one large cargo of 160,000 bushels that was sent down on the San Mateo for reshipment to Europe from San Francisco. Shipments of oats to San Francisco were also very heavy, over 147,000 bushels going down by the coasting steamers. Barley shipments to San Francisco were but 7000 bushels, but the G. W. Wolff was cleared for Queenstown or Falmouth for orders with 125,267 bushels of barley.

The month's shipments bring the total from Portland for the season to date since July 1 to 3,864,623 bushels of wheat and 356,458 barrels of flour. The totals for the corresponding period a year ago were: Wheat, 5,100,834 bushels; flour, 366,611 barrels.

The arrival of a large fleet of chartered ships on Puget Sound late in October enabled Seattle and Tacoma to make a very good showing for the month. The exports of wheat from the two cities were as follows: To Europe, 966,515 bushels; Africa, 155,712 bushels; San Francisco, 1525 bushels; Australia, 93,565 bushels. Flour shipments from Puget Sound broke all former records, over 200,000 barrels going out, of which 163,017 barrels were for the Orient, and the remainder to South Africa, South America and San Francisco. The total shipments from Puget Sound for the season to date amount to 4,045,494 bushels of wheat, compared with 4,294,029 bushels for the same period last year, and 726,913 barrels of flour, compared with 503,083 barrels for the same date last year.

The total shipments from Oregon and Washington for the first five months of the cereal year (flour included) are 12,812,819 bushels. The comparison with former seasons for the same period is as follows:

| Season. | Bushels. |
|---|---|
| 1901-02 | 13,368,536 |
| 1900-01 | 10,253,049 |
| 1899-00 | 6,980,035 |
| 1898-99 | 11,581,090 |
| 1897-98 | 11,211,759 |

These figures show in a striking manner the rapid movement of the 1902 crop. The crop of 1901 was the largest on record, and was fully 7,600,000 bushels greater than that of 1902, but the movement of the latter crop for the first five months of the season is within about 500,000 bushels of that of the previous year, when the largest crop on record was to be handled.

December shipments will be more than double those of November, there being 17 ships already in sight for loading at Portland this month, while some of the disengaged ships here will probably be added to this number before the end of the month. The December fleet will be pioneered by the French bark Cannebiere and the British ship Glenesslin, both of which are in the stream loaded, and will probably clear today.

### FATE OF THE VENTNOR.

#### Further Particulars of the Loss of a Well-Known Pacific Trader.

Further details of the loss of the steamship Ventnor, reported in telegraphic advices a few days ago, were received in this city yesterday. The steamer had a cargo of over 6000 tons of coal in addition to the bodies of 500 Chinese that were being taken back to the Orient for burial. After striking the rock as reported in the dispatches, the steamer was kept going for more than 24 hours, but at 9 P. M., October 28, became unmanageable and began sinking so fast that all hands were ordered into the boats. There was barely time to get clear before the ship sank. Hokianga Heads light was seen at a distance of 10 miles. Two boats, containing the chief officer, second and third engineers, and 14 of the crew, landed at Omapere Beach at daylight this morning. Another boat is also reported to be safe, but the other boat, in which was Captain Ferry, her master, the third mate and 11 seamen, was lost with all in it. The boat was the last to leave the sinking steamer, and picked up the captain and mate, who jumped from the steamer into the sea as she was foundering. The boat was unable to get clear of the vortex of the sinking vessel, and was drawn down with her. One boat's crew was rescued by the steamer Energia, which like the Ventnor was formerly in North Pacific water, being chartered by the Dodwell line for their Oriental service. This boat was half full of water.

The steamer sank in about 300 feet of water. The value of the ship and cargo is estimated at £60,000. About 460 of the Chinese bodies which went down with the ill-fated vessel were covered by a policy for £4650 in the Alliance Marine Assurance and South British Companies.

The point on which the Ventnor struck at Cape Egmont is close to where the Union Company's Takapuna struck some years ago. She touched on a sunken reef, but at the speed at which she was traveling she went right over it, and though badly damaged reached port safely. According to the chart, the water off Cape Egmont varies from eight to 64 fathoms.

Captain Ferry was very well known in the East, and was one of the few captains permitted by the Chop Shin Tong to fly the Dragon flag. There was, it is stated, something approaching a sensation in Wellington when it was known that the Ventnor was going to convey these bodies to China, but Captain Ferry scouted the idea of danger by saying it was a common occurrence to carry bodies on the China Coast.

The Chinese in New Zealand, it transpires, subscribe every year to a fund wherewith their deceased brethren can be sent back to their native land, but before shipping them the permission has to be obtained from Hong Kong to land the bodies in China on arrival. Every care is taken in exhuming the bodies. They are first of all packed in airtight zinc cases for their long journey, then put in strong wooden sheathes, and afterwards covered with layers of sawdust and tar.

### SANTA PAULA IN PORT.

#### First Vessel of Her Class in This Port Began Discharging Yesterday.

The oil-burning tug Rescue, towing the big tank barge Santa Paula, arrived up yesterday morning, and tied up at the gas dock at the foot of Glisan street. She was several days overdue, and in order to make up for lost time, the work of discharging began at once. A pump supplied

with steam from the tug was attached, and the work of transferring the cargo from the barge to a tank on the dock was soon under way. This is apparently a very economical method for handling fuel, for the big force of men that are required to discharge a coal ship were missing, one man apparently doing about all the work that was necessary to keep the stream flowing.

The Rescue was one of the first ocean tugs to be fitted with oil-burning apparatus, and on her present trip found it quite a convenience in more ways than one. While coming into the river, the waves ran so high that she made use of some of her fuel to break their force, the operation being highly successful. The agents of the Santa Paula expect to establish a permanent oil depot here and when a few more boats are fitted with machinery for using the new fuel, a barge will be kept constantly in service between this city and the oil ports.

## ALL SHIPS DESERTED.

### Strike Paralyzed Commerce on the Coast of France.

MARSEILLES, Nov. 30.—The strike at this port, which was started last week by the strikers' efforts to obtain an increase in wages, is now practically complete as regards the steamers here. As ships arrive the hands desert and the harbor is so crowded by empty vessels that it is difficult to find room for newcomers. There has been no disorder as yet, but the government is sending troops to meet any emergency, two regiments of cavalry arriving today.

The strike practically has paralyzed commerce along the coast, and it is spreading to other ports. The mails for Corsica, Algeria and Tunis are also delayed from 24 to 48 hours, but the authorities succeeded in forwarding a quantity of sacks Saturday and it was announced that the government has arranged to insure the mail service by means of naval vessels. The government will also furnish the regular lines with seamen from the navy. As Corsica is largely dependent on the steamer service from Marseilles for provisions, the scarcity of other necessities is already being felt in the island.

The strikers' committee tonight telegraphed to the Minister of Marine that if the strike was not settled in five days' time an appeal would be issued for a general strike to all the ports of France.

## KLEK AT VANCOUVER.

### Steamer for Portland Loading Now Discharging Sugar at That Port.

The Austrian steamship Klek, under charter to T. M. Stevens & Co., to load in this city for Africa, arrived at Vancouver, B. C., last Friday. She has aboard 5000 tons of sugar from Pekalongan and Sourabaya, and made a long passage across the Pacific. After securing her cargo, she went to Moji for coal, and got away from the Japanese port November 5. She had a very stormy passage across, and her speed was retarded more by tremendous seas than by unfavorable winds. A full outward cargo for the Klek is awaiting her in this city, and she will get here in ample time to help swell the December shipments from Portland to South Africa.

The Klek will be the third big steamer dispatched by Stevens & Co. for South Africa this season, the first one, the Elba, going from Portland about two months ago, and the Java, now bound out from Puget Sound. The Klek will take a mixed cargo, flour and wheat predominating, although she will also carry several hundred thousand feet of lumber.

## MACRIHANISH THE SCORCHER.

### Well-Known Columbia River Trader Sails a Tie Race With Steamer.

The British ship Macrihanish which, with the single exception of the Caithloch, has to her credit the fastest passage ever made by a sailing vessel between the Columbia River and Europe, has again distinguished herself by sailing an even race with a steamer in a 25-day run. The Macrihanish sailed from Algoa Bay the same day as the steamer Tongariro sailed from Cape Town; and arrived at Wellington, N. Z., the same day that the steamer arrived at Auckland, both vessels making the run in 25 days. The wonderful run of the Macrihanish from the Columbia River was made about 12 years ago, and she covered the distance from Astoria to Queenstown in 91 days, or but two days slower than the Caithloch's record, which has remained unchallenged for nearly 30 years. The Macrihanish has not been in Portland Harbor for five years, but loaded salmon on the Fraser two years ago, and caused great excitement by jettisoning a few cases of salmon, which were picked up on Clatsop Beach.

## NEW SEALING GROUNDS.

### Japanese Sealer Strikes a Rich Preserve and Secures Over 600 Skins,

In the annual report of the British Consul at Hokadate, which is published in Japanese papers received by the Steamer Indravelli, the following particulars are given regarding the sealing industry in Japanese waters. The report says: "The sealing season off the Japanese Coast during the year 1901 was marked by a slight decrease in the average number of skins taken per ship, owing to an increase in the number of the sealing fleet, but the total catch for the year was larger than in 1900. The feature of the year's hunting was the catch of the schooner Kaiwo Maru, of Tokyo. This vessel found seals off the coast of Korea and Siberia, and in the short space of 15 days succeeded in taking 642 skins of superior quality. Seals have been seen at various times in the Japan Sea, but this is the first time they have been hunted there. The new grounds are supposed to hold more seals, and practically the whole sealing fleet for this year (1902) has sailed for the purpose of hunting there."

## RUSHING THE INDRAVELLI.

### Stormy Day on Water Front Did Not Delay Work on Oriental Liner.

It was a wild day on the river front yesterday, but neither wind or rain stayed the progress of Brown & McCabe's stevedores who were loading the big Oriental liner Indravelli. An occasional heavy gust would split a tarpaulin used to cover the deck, but four gangs of men were kept busy all day sending freight into her capacious hold. The work of loading will be rushed and an effort made to get her away tonight or Tuesday morning, which would enable her to get out only a few days behind her schedule. She will carry out a full cargo, of which flour, as usual, will constitute the larger portion. The Indrapura, which is following her, is expected to reach Portland in time to get away before the first of the year, and if she does Oriental flour shipments for the last month of the year will be the largest of the season.

## Domestic and Foreign Ports.

HOQUIAM, Wash., Nov. 29.—Arrived—Steamer Grace Dollar, from San Francisco, for Hoquiam; steamer G. C. Lindauer, from San Francisco, for Aberdeen.

San Francisco, Nov. 30.—Arrived—Steamer Mineola, from Comox. Sailed—Steamer John S. Kimball, for Seattle; steamer Empire, for Coos Bay.

New York, Nov. 30.—Arrived—Steamer Campania, from Liverpool and Queenstown; steamer Canadian, from Liverpool.

Lizard, Nov. 30.—Passed—Steamers Minneapolis, from New York, for London, 11:30 A. M.; Vaderland, from New York for Antwerp.

Naples, Nov. 29.—Arrived—Steamer Cambroman, from Boston, via Azores, for Genoa.

Queenstown, Nov. 30.—Arrived—Steamer Ivernia, from Boston, for Liverpool, and proceeded. Sailed—Steamer Umbria, from Liverpool, for New York.

Moville, Nov. 30.—Sailed—Steamer Ethiopia, from Glasgow, for New York.

Lizard, Dec. 1, 1:45 A. M.—Passed—Pennland, from Philadelphia, for Antwerp.

## Portland-St. Louis.

Do you know about the new tourist service between Portland and St. Louis and Memphis? Call up O. R. & N. ticket office, Third and Washington.

# NEW SECT THRIVES

## People's Christian Union Spreads Its Doctrines.

## WAS FOUNDED IN PORTLAND

### Now It Has Branches in Other States "Love, Righteousness, Truth," Is the Entire Creed of This Religious Movement.

"Love, righteousness, truth"—such is the entire creed of the People's Christian Union, a religious movement of distinctly novel character, started in Portland last April. It is flourishing, and has already several branches in other states. It has drawn into one body persons dissatisfied with the established churches and those of such peculiar intelloctual beliefs that they have never joined any of the regular denominations. The Union is founded upon the principle that every one holds practically the same spiritual beliefs, and that the points of diversity are merely intellectual. By eliminating these questions, the members are drawn together by the common bond expressed in the creed of "love, righteousness, truth." The promoters of the Union believe that such a body may be successfully maintained if the points of doctrine and church government upon which almost every Christian has individual views are never mentioned in the new organization. In short, the Union seeks to unite men on those things upon which they naturally agree, rather than on those points about which they must eternally disagree.

A Thanksgiving dinner for all who might come was served in the hall of the Union yesterday afternoon, after the regular service. In the interim the children played those time-honored games common to untrammeled children, and they were encouraged to play them just as noisily as on a weekday, for the members do not hold to the old-time Puritanical Sabbath, and believe that neither men nor children should act in a different manner on Sunday than they do on other days of the week. "This," they say, "avoids the hypocrisy of the other churches, whose members, in most cases, pull a long face on the Sabbath day, but go about their business on the other six without a thought of the lessons of the preacher's sermon."

The People's Christian Union is probably the first religious movement to claim Portland as its birthplace. It has a rapidly growing membership here, beside several branches in other states. The Union was formed last April, after extended correspondence with men all over the United StatesS who had been influential in religious movements of similar character. The replies received gave many reasons why various organizations had been forced to disband, and the rocks encountered by the other sects were taken into account, that the new organization might steer clear of those which wrecked so many of its predecessors. The People's Christian Union, Applied Christianity, was formally organized with the following officers: Rev. F. E. Coulter, minister; A. L. Keenan, president; Dr. Flora A. Brown, vice-president; T. G. Robison, secretary; Mrs. A. M. Purrier, treasurer; Stephen Brown and S. W. Rethlefsen, directors. The phrase "Applied Christianity" was added to indicate the character of the movement. It was stated in the constitution adopted that "no statement of intellectual religious belief shall ever be promulgated or become the test of any person's membership in this Union," it being held that a man's intellectual beliefs were his own private property, and that he has the inalienable right to be entirely free in this respect.

"This, indeed," said Rev. Mr. Coulter, yesterday, "is what the Union stands for: The intellectual and spiritual liberty of its members. It is believed that in purely spiritual matters the entire race is as one, and that in intellectual matters there is as great a diversity of belief as there are individuals. Hence, the Union seeks to unite men o nthose things upon which they agree, rather than upon those things on which they cannot possibly agree. It is an attempt to give man liberty in the nonessentials of Christianity and unity in those things which all men recognize. So remarkable has been the result of this basis of action that one cannot but wonder at the absolute unity of all engaged, and the abandonment of all separating ideas, save those of the true inner life. The whole idea of making men good by law, threats, punishment or promises has been abandoned, and instead the true idea of life, to be good because it is noble and right to be good, holds full sway. The inception of the movement dates back several years. I and my advisers studied the causes of the failure of many religious movements, and found that these were largely due to the statement of a creed, or the control given by money, both of which have been eliminated in the Union, which is supported entirely by voluntary contribution. Though the Union is largely local as yet, it will not long remain so, for it seems to be directly in line with the tidal wave of spiritual and intellectual liberty which is sweeping over the land.

"The tendency of our modern school system in eliminating religious instruction is to make religious integral units out of men and women, instead of the old-time denominations. Men are learning to think for themselves, instead of according to the ready-made doctrines of the denominations. Though the churches decry the lack of religion in the schools, the modern system is the best mode of individual religious development."

# FOREIGN FINANCES.

### Death of Herr Krupp Did Not Affect German Values.

BERLIN, Nov. 30.—The bourse has had an uneventful week, and the trading was light. The death of Herr Krupp did not affect values, as he never cut any figure in the security market, and, moreover, the Krupp works will continue under the old management, with no change in the business policy. The greatest strength of the market was shown in the domestic department. The imperial government's 3s and Prussian consols gained steadily all the week, both securities being heavily bought by the bears to realize their gains. A big feature in the department for foreign securities was the marked decline in Spaniards, Mexicans and Chinese on the fall of silver. The interest in the American section was confined to Canadians, which were largely sold, owing to New York weakness, but they gained strength yesterday.

Coal shares dropped off several points, but iron shares held their own in spite of a further fall in the price of iron and the growing demoralization of the trade through uncertainty regarding the renewal of the Siegen pig iron syndicate. Ocean navigation shares lost last week's gain.

The money market was easy, but it is understood that the Riechsbank under considerable pressure discounted Treasury bills last week.

### London Business at Standstill.

LONDON, Nov. 30.—The situation on the Stock Exchange last week closed better than it began, which is saying very little. Business was almost at a standstill in the early part of the week, owing to fears of gold exports to South America, advanced bond rate and serious trouble on settling day. All these fears came to naught, though there is still an expectation that at least $5,000,000 gold will be sent to South America, entailing a stringency in the money market about the end of the year. The general trade outlook is fairly good. Continental conditions have considerably improved, and the critics are inclined to take a more hopeful view of the situation in Wall street. There is no question that the impending payment by the International Mercantile Company has been used by the bear contingent as a threat to depress both the Stock Exchange and the money market. When that event has safely passed there seems no reason why trade should not wake up.

### American Chamber in Berlin.

BERLIN, Nov. 30.—An American Chamber of Commerce will be organized in this city on December 6 by American business men here.

# PERSONAL MENTION.

Mrs T. T. Geer is a guest at the Imperial.

Miss Tongue, of Hillsboro, is at the Portland.

C. L. Houston, a well-known contractor of Astoria, is at the Imperial.

E. M. Rands, of Vancouver, Senator for Clark County, is registered at the Imperial.

NEW YORK, Nov. 30.—Northwestern people registered today as follows:

Portland—C. J. Bishop at the Broadway Central; B. I. Cohen, at the Holland; Misses Jamieson, at the Kensington.

Tacoma—C. Richardson, at the Holland; C. H. Masterson, at the Astor.

Everett, Wash.—W. Howarth, at the St. Denis.

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Berlin's telephone radius now includes 43 towns, the farthest being 120 miles distant. Twenty-five cents is the fee for communication in each case.

# 1902-03 GRAIN FLEET FROM PORTLAND

| Clearing date, name, flag, rig, tons, master destination, shipper— | Wheat. bu. | Value. | Sailing date. |
|---|---|---|---|
| **JULY.** | | | |
| 9—Jacobsen, Fr. bark, 1730, Olivier, U. K., f. o., Port. G. Co. | 110,052 | $ 74,000 | 14 |
| 22—Asie, Fr. bark, 2059, Ollivaud, U. K., f. o., Balfour | 131,418 | 88,500 | 28 |
| 29—Wynford, Br. bark, 1859, Bellringer, Port Elizabeth, Kerr | 123,644 | 84,078 | *9 |
| **AUGUST.** | | | |
| 14—Sierra Estrella, Br. ship., 1392, Farmer, Port Elizabeth, Kerr | 78,912 | 51,293 | 23 |
| 23—Eskasoni (A), Br. ship, 1715, Townsend, Durban, Balfour | 3,745 | 2,528 | *1 |
| 27—Elba (B), Ger. str., 2623, Bruhn, Port Natal, Stevens | 33,600 | 21,840 | *5 |
| **SEPTEMBER.** | | | |
| 12—Routenburn, Br. bark, 1933, Roberts, U. K., f. o., Kerr | 110,246 | 70,000 | 19 |
| 11—Polamhall (C), Br. str., 2597, Heppel, St. Vincent, f. o., Kerr | 12,418 | 7,842 | 16 |
| 19—Brambletye (D), Br. bark, 1472, Jones, Cape Town, P. F. M. Co | 11,925 | 8,000 | 24 |
| 19—Peter Rickmers, Ger. ship, 2825, Schober, U. K., f. o., Balfour | 165,838 | 104,495 | *1 |
| 20—Austrasia, Br. bark, 2586, Ewart, U. K., f. o., Eppinger | 155,050 | 100,784 | *2 |
| 29—Forrest Hall, Br. ship, 1969, Logan, U. K., f. o., P. F. M. Co | 116,357 | 73,304 | *1 |
| 29—Cambronne (E), Fr. bark, 1420, Legloanic, U. K., f. o., Girvin | ...... | ..... | *4 |
| 30—Khyber, Br. ship, 1927, Rothery, U. K., f. o., P. F. M. Co | 114,422 | 74,374 | *5 |
| **OCTOBER.** | | | |
| 3—Semantha, Br. bark, 2211, Crowe, U. K., f. o., P. F. M. Co | 133,355 | 85,340 | 5 |
| 3—Cypromene, Br. ship, 1750, Roberts, U. K., f. o., Balfour | 99,914 | 65,943 | 28 |
| 3—Lime Branch, Br. str., 3468, Maling, St. Vincent, f. o., Kerr | 259,723 | 176,000 | 17 |
| 14—Fairport, Br. ship, 1857, Armstrong, U. K., f. o., Balfour | 122,821 | 81,062 | 18 |
| 18—La Fayette, Fr. bark, 1576, Boju, East London, Eppinger | 100,850 | 70,595 | 24 |
| 18—Port Logan, Br. ship, 1883, Adam, U. K., f. o., P. F. M. Co. | 117,354 | 79,800 | 25 |
| 21—Dimsdale (F), Br. ship, 1779, Archard, Durban, P. F. M. Co | ...... | ...... | .. |
| 21—Wega, Ger. ship, 1945, Fennekohl, U. K., f. o., Balfour | 129,399 | 85,403 | *4 |
| 23—Dynomene, Br. ship, 1809, Snodden, U. K., f. o., Port Grain Co. | 110,563 | 74,600 | *4 |
| 21—Poplar Branch, Br. str., 3473, Anderson, St. Vincent, f. o., Kerr. | 146,766 | 94,999 | 23 |
| 25—Chile, Ger. ship, 2054, Spille, U. K., f. o., Balfour | 125,377 | 82,660 | *5 |
| 28—Copley, Dan. ship, 1696, Struckmann, U. K., f. o., Kerr | 99,975 | 66,983 | .. |
| 29—Nereus, Ger. ship, 1714, Baake, U. K., f. o., P. F. M. Co | 103,609 | 74,598 | *5 |
| 30—Madagascar, Br. bark, 1986, Smith, U. K., f. o., McNear | 125,500 | 87,850 | .. |
| 31—Morven, Br. bark, 1997, Hughes, U. K., f. o., P. F. M. Co | 128,033 | 89,623 | .. |
| **NOVEMBER.** | | | |
| 7—Adolf, Ger. ship, 1651, Berquist, U. K., f. o., Balfour | 95,315 | 57,189 | .. |
| ..—Ancenis (G), Br. bark, 1700, Salter, Port Natal, P. F. M. Co. | 1,839 | 1,495 | .. |
| 14—Crown of Denmark, Br. ship, 1987, Milman, Cape Town, Kerr | 113,591 | 80,000 | .. |
| 18—John Cooke, Br. ship, 1758, Qualle, U. K., f. o., Balfour | 110,297 | 72,797 | .. |
| 20—Ingeborg (H), Dan. bark, 1079, Kaas, East London, Balfour | 24,482 | 17,267 | .. |
| 22—Pass of Brander (I), Br. sh., 1903, Ryder, E. London, Stevens | 59,586 | 43,163 | .. |
| 28—Isle of Arran, Br. ship, 1759, Carse, U. K., f. o., Girvin | 112,517 | 84,388 | .. |
| 28—G. W. Wolff (J), Br. ship, 1589, Thomas, U. K., f. o., Kerr | ...... | ...... | .. |
| 29—Clan Galbraith, Br. ship, 1983, Barker, U. K., f. o., Balfour | 126,187 | 83,284 | .. |

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(A) Also 28,835 barrels flour, valued at $86,505.
(B) Also 30,646 barrels flour, valued at $91,938
(C) Also 143,935 bushels barley, valued at $69,088.
(D) Also 22,250 barrels flour, valued at $64,000.
(E) 115,354 bushels barley, valued at $63,675.
(F) 32,368 barrels flour, $93,867.
(G) Also 18,191 barrels flour, valued at 67,215, and 16,467 bushels oats, $6590.
(H) Also 12,686 barrels flour, valued at 37,787.
(I)Also 17,985 barrels flour, valued at $61,428.
(J) Full cargo barley, 125,207 bushels, valued at $66,235.

### SUMMARY FOR NOVEMBER.

| | —1902— | | —1901— | | —1900— | |
|---|---|---|---|---|---|---|
| Wheat— | Bush. | Value. | Bush. | Value. | Bush. | Value. |
| To Europe | 444,316 | $297,658 | 1,774,309 | $1,028,233 | 915,710 | $525,142 |
| To Africa | 199,498 | 141,925 | 11,290 | 6,384 | 151,746 | 84,978 |
| To San Francisco | 191,183 | 143,387 | 4,667 | 2,360 | 1,000 | 864 |
| Total | 834,997 | $582,970 | 1,790,176 | $1,036,977 | 1,069,056 | $610,984 |
| Flour— | Bbls. | Value. | Bbls. | Value. | Bbls. | Value. |
| To the Orient | ...... | $....... | 49,541 | $ 148,623 | 77,056 | $214,912 |
| To Africa | 48,741 | 156,430 | 22,593 | 57,500 | 17,917 | 48,402 |
| To San Francisco | 16,334 | 52,268 | 19,369 | 52,296 | 21,271 | 55,304 |
| Total | 65,075 | $208,698 | 91,503 | $ 258,419 | 116,254 | $318,618 |
| Flour reduced to wheat measure | 292,838 | $208,698 | 411,764 | $ 258,419 | 523,143 | $318,618 |
| Wheat as above | 834,997 | 582,970 | 1,790,176 | 1,036,977 | 1,069,056 | 610,984 |
| Total wheat and flour | 1,127,835 | $791,668 | 2,201,940 | $1,295,396 | 1,592,199 | $929,602 |
| Barley— | Bush. | Value. | Bush. | Value. | Bush. | Value. |
| To Europe | 125,207 | $ 66,235 | ...... | $......... | 87,512 | $ 33,641 |
| To San Francisco | 7,000 | 3,680 | 4,300 | 1,550 | 1,062 | 382 |
| Total | 132,207 | $ 69,915 | 4,300 | $ 1,550 | 88,574 | $ 34,023 |

# PIONEERS HOLD SERVICES

## MINISTERS OF EARLY DAYS PREACH AT CENTENARY.

### Venerable Clergymen Who Formed First Oregon Methodist Conference Show Their Zeal.

Services yesterday morning in Centenary Methodist Church, East Side, were conducted by pioneer ministers, who were members of the First Oregon Methodist conference, which was organized at Salem, March 17, 1853. These were: Rev. John W. Miller, Rev. John Flinn and Rev. Chauncey O. Hosford. "Father" Hamshaw, also a pioneer of another state, was on the platform and took part. Bishop Edward R. Ames organized the Oregon conference. Members of that conference were: William Roberts, David Leslie, A. F. Waller, James H. Wilbur, William Helm, Chauncey O. Hosford, John Flinn, Francis S. Hoyt, John W. Miller, Nehemiah Doane, C. S. Kingsley, Thomas H. Pearne, Isaac Dillon, P. G. Buchanan, L. T. Woodward, H. K. Hines, G. Hines, T. F. Royal, Benjamin Closn and G. M. Berry. The names are familiar to all Oregon pioneers.

Of these only Rev. John W. Miller, Rev. John Flinn, Rev. Chauncey O. Hosford, Rev. T. F. Royal and Rev. Nehemiah Doane survive. The latter is confined to his home at Portsmouth in a very weakened condition, awaiting the final summons. Rev. Mr. Flinn came to Portland in 1850, and is 85 years old. He lives in Vancouver. Rev. C. O. Hosford is 82 years old. He crossed the plains in 1845, and now lives in his home at Mount Tabor. Rev. John W. Miller was a pioneer of 1850, and is nearly 80 years old. He lives with his son on East Ankeny street. "Father" Hamshaw is 82 years old, and was a pioneer in another state.

Rev. W. B. Hollingshead, pastor, conducted the opening devotional services and turned the meeting over to Rev. J. W. Miller, and in doing so said that all the four veterans had attended class in the morning, and that it was an occasion long to be remembered for enthusiasm and fervor.

Mr. Miller took charge and gave the 9th Psalm as the morning lesson. He delivered the entire chapter in a clear voice from memory. He then introduced Rev. Chauncey O. Hosford, whose hair and flowing beard were white with the snows of 82 years, and whose voice had been heard in the groves and pioneer cabins in the early days of the Pacific Coast. Mr. Hosford said:

"It is most wonderful that I am able to be here at this time in my 82d year, and, after having been a pioneer minister on this Coast for the past 56 years, preaching the gospel of Jesus Christ in Oregon, Washington and California.

"It is a great thing to be able to stand here after all these years spent in the sravice of the Master on the frontier. In 1845 I drove an ox team across the plains to Oregon, when William Roberts was superintendent of Methodist missions on this Coast. In 1846 I gave my heart to God at Salem and received a license to exhort. I did some work in Yamhill County and other places, and in 1848 I received a license to preach. Rev. Mr. Roberts came to me and said: 'You must go to the mines of California and tell the miners of the gospel.' I said I would go. At that time there was a great mining excitement in California, and hundreds were flocking to that state in search of gold. So with a horse I made my way to that state, and went into the mines. With my companion I worked in the mines during the week, taking out $100 per day, and on Sundays I preached to the miners in the groves. I was the first minister to preach to the miners in California. For six months I labored in this way, when I went to what afterwards became San Francisco in 1848. In October of that year I commenced my work in San Francisco, preaching the first sermon ever preached in that place. I also organized the first class in that place. So, my friends, I have been a pioneer in this country for more than half a century. I do a little preaching now across the Columbia River, and recently I was asked to conduct an old-time meeting at Newberg. I consented. When we commenced I asked the choir to take seats in the audience, for we had no choirs, no organs, and very few hymn books in the pioneer days of this state. I learned the old hymns and the congregation sang as we used to sing when we only had the groves for our church, or some cabin of a pioneer in which to preach. Ours was the simple gospel, but it was all powerful."

The old pioneer closed with an earnest appeal for more of the old-time zeal.

Rev. John Flinn, a pioneer of 1850, was introduced, and he made an earnest talk full of vigor and interest. Although Mr. Flinn is 85 years old, he enjoys good health and speaks with much of the force which he used when he was pioneering up and down the Willamette Valley and in Washington. He said that he had been on the Coast 52 years and had given his heart to God 60 years ago.

"Why, with my great age," he said, "I feel young, strong and gay, for my heart is young and filled with the love of God."

"Father" Hamshaw, although not an Oregon pioneer, was a pioneer of another conference, and spoke a few words in low voice, owing to his feeble condition.

Rev. Mr. Hollingshead at the close said that such a service conducted by the veterans of the cross was inspiring. It was like the old-time fire and enthusiasm revived, which he said he feared had been lost. He pointed to the honorable service of the pioneer ministers, and declared that the church needed some of their enthusiasm, such as had been displayed in the classroom in the morning. At the conclusion of the services many from the congregation gathered at the platform to shake the hands of the pioneer veterans.

## CHURCH HOLDS CLOSING RALLY.

### Trinity Methodist Congregation Has Interesting Service.

Special services were held in the Trinity Methodist Church, Grant and East Tenth streets, yesterday. It was the closing rally day of the review services, which were conducted by Rev. Howard Osborne. At 11 in the morning Mr. Osborne preached on the subject, "God's Greatest Proposal," which was followed by the reception of new members. A number were received at that hour.

In the evening a musical programme was rendered. Miss Jessie McConnell and Rev. Howard Osborne sang with excellent effect "The Holy City." The choir also rendered special music. Mr. Osborne spoke on the subject, "Can a Man Be Born Again?" Special services have been held in this church for about two weeks.

This evening there will be a reception given by the ladies of the church to all who have been received into membership. Dr. A. Thompson is pastor of the church.

## CHORUS CHOIR SINGS CANTATA.

### "The Galilean" Is Well Rendered at First Congregational Church.

In spite of the stormy weather, a large congregation gathered in the First Congregational Church last night to hear the chorus choir sing the sacred cantata, "The Galilean," words by Jessie H. Brown and music by J. B. Herbert. There were about 30 voices in the chorus, led by Mrs. Rose Bloch Bauer, the well-known soprano. The connecting text was interestingly read by Rev. Dr. Elwin L. House, the pastor of the church, and H. S. Lewis. The recital was given under the auspices of the Men's Sunday Evening League, an organization formed to increase the interest and effectiveness of the Sunday evening services in the church. Mrs. Drake was organist and she played the accompaniments with excellent taste and judgment.

The cantata is a really meritorious bit of writing, being simple in style and presenting no great difficulties in rendition, being designed to present the life of Jesus as it must have appeared to those among whom he walked and talked familiarly from day to day. The motif deals with that earlier and brighter portion of his ministry, before the time of the crucifixion. The best sung chorus was "All Power Is Given Unto Me," which was sung with fine declamation, and the piano part at the close was well worked up.

Mrs. Bauer has rarely been heard in better voice, and her fine interpretation and dramatic power were revealed in the solo, "Fierce Was the Wind." The work of the new chorus choir was very good, considering the short time they have sung together. They will improve in tempo and attack with a little more care. It is to be hoped that work of a similar character will be undertaken this Winter by chorus choirs which ought to be formed in other churches. The service of song last night was a welcome innovation.

## ST. ANDREW'S DAY OBSERVED.

### St. Mark's Chapter Celebrates Anniversary With Special Service.

St. Mark's Chapter of the Brotherhood of St. Andrew observed St. Andrew's day by a corporate communion at 8 A. M. and by a special service in St. Mark's Church at 8 P. M. The inclemency of the weather interfered with the attendance at the evening service, but those present followed the services with interest and said they received help and inspiration. The Brotherhood hymn was sung, and its rousing sentiments appealed to the hearts of those interested in doing the Master's work.

Rev. E. T. Simpson, of All Saints' Mission, gave his impressions of the Brotherhood convention which he attended in Boston last month. He spoke first of the inspiration gathered from the knowledge that the Brotherhood convention represented practically the whole country; that earnest Christian men were gathered together from probably every state in the Union for prayer and mutual consultation. Next he spoke of the breadth of spirit which pervaded the assembly—the true spirit of brotherhood, which ignored party distinctions and individual preferences in the interests of the general good. He quoted Mr. Mott's speech on true manhood, especially emphasizing his statement that what the church needs is "not so much more men, but more man"—more thorough manliness in the men of the church. He said manliness is attained through godliness, the road to which is through prayer. Prayer is not a sign of weakness, but a source of strength. The trouble with most of our prayers is lack of conclusive thought and lack of effort. Prayer, to be effective, must not be the result of momentary impulse, but of steady thought and ordered purpose. Mr. Simpson spoke of the enthusiasm of the meetings, at which over 800 delegates were present, and cited the readiness with which about $10,000 was raised to meet the obligations of the Brotherhood.

## DR. BLACKBURN ON SERVICE.

### Tells a Y. M. C. A. Audience of the True Way to Happiness.

Rev. Alexander Blackburn, D. D., pastor of the First Baptist Church, spoke on "Service" to men in the auditorium of the Young Men's Christian Association yesterday afternoon.

"Service," he said, "tends to self-development. If you be large, then serve. The third generation often loses that which their forefathers have saved. Richness begets selfishness, selfishness begets luxury, and luxury begets weakness. Washington grew because he was constantly at service. The man that serves is the man that is wanted. There is no demand for holes in the ground, but there is great demand for goods, lands, mines and timber. This is because these things serve us. "Monuments are erected to only those who serve. The rich man may have as beautiful a monument, but he must pay for his own. The secret of happiness is service."

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### To Preach on Great Novels.

Rev. Dr. Elwin L. House, pastor of the First Congregational Church, announced yesterday that he is to preach a series of sermons during Sunday evenings in December founded on some of the greatest novels in the world. The list is: December 7, "The Scarlet Letter," or "Sin and Its Retribution"; December 14, "Les Miserables," or "The Awakened Conscience"; December 28, "Romola," or "Sowing and Reaping." In the church calendar, issued last night, this statement is made: Do you know the ten greatest novels in the world? Here they are in order: "The Scarlet Letter," "Les Miserables," "Romola," "Adam Bede," "Ivanhoe," "David Copperfield," "Henry Esmond," "Wilhelm Meister," "Uncle Tom's Cabin" and "On the Heights." These sermons will be listened to with more than ordinary interest, as it is a disputed question as to what are the ten greatest novels in the world.

### Going to St. Louis?

If so, better learn about the new service inaugurated by the O. R. & N. via Denver and Kansas City. Inquire city ticket office, Third and Washington.

## DAILY METEOROLOGICAL REPORT

PORTLAND, Nov. 30.—8 P. M.—Maximum temperature, 51; minimum temperature, 46; river reading, 11 A. M., 4.7 feet; change in 24 hours, 0.4 foot; total precipitation, 5 P. M. to 5 P. M., 0.49 inch; total precipitation since Sept. 1, 1902, 13.41 inches; normal precipitation since Sept. 1, 1902, 11.49 inches; excess, 1.92 inches; total sunshine Nov. 29, 0:00; possible sunshine Nov. 29, 9:00; barometer (reduced to sea level) at 5 P. M., 29.69.

### PACIFIC COAST WEATHER.

| STATIONS. | Max. temp. | Precipitation past 12 hrs. | Wind Velocity | Wind Direction | State of weather |
|---|---|---|---|---|---|
| Baker City | 32 | 0.06 | 8 | SE | Snowing |
| Bismarck | 36 | 0.00 | 12 | SW | Cloudy |
| Boise | 40 | 0.02 | 12 | SE | Raining |
| Eureka | 58 | 0.00 | 6 | S | Cloudy |
| Helena | 40 | T | 8 | SW | Cloudy |
| Kamloops, B. C. | 34 | 0.10 | 00 | Clm | Snowing |
| Pocatello | 32 | 0.00 | 14 | SE | Cloudy |
| Portland | 51 | 0.48 | 28 | S | Raining |
| Red Bluff | 56 | 0.00 | * | S | Clear |
| Roseburg | 54 | 0.02 | 8 | SW | Cloudy |
| Sacramento | 58 | 0.00 | * | SE | Pt cldy |
| Salt Lake | 38 | 0.00 | * | W | Cloudy |
| San Francisco | 54 | 0.00 | 14 | W | Clear |
| Spokane | 44 | 0.04 | 24 | S | Raining |
| Seattle | 42 | 0.76 | 30 | SE | Raining |
| Tatoosh Island | 50 | 1.06 | 16 | SW | Raining |
| Walla Walla | 32 | 0.04 | 14 | S | Cloudy |

*Light.

### WEATHER CONDITIONS.

The storm announced yesterday evening proved to be one of the worst of the season. The following maximum wind velocities occurred during the last 24 hours: Tatoosh Island, 60 miles, from the south; North Head, 40, south; Seattle, 34, southeast; Spokane, 32, southwest; Tacoma, 28, southeast, and Portland, 28, south.

Moderately heavy rains have fallen in Washington, Northern and Eastern Oregon and Southwestern Idaho.

The indications are for occasional rains in this district Monday, with brisk to high southwest winds, moderating during the afternoon.

Storm southwest warnings are continued at all seaports in the North Pacific States.

### WEATHER FORECASTS.

Forecasts made at Portland for the 28 hours ending at midnight, Monday, December 1:

Portland and vicinity—Occasional rain, with brisk to high southwest winds.

Oregon, Washington and Idaho—Occasional rain; brisk to high southerly winds.

EDWARD A. BEALS, Forecast Official.

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| 1 pkg. Ralston oats | 10c |
| 3 cans peas | 25c |
| 3 cans string beans | 25c |
| 2 cans peaches | 25c |
| 2 cans pears | 25c |
| 2 cans apricots | 25c |