

THREE 1903 SHIPS
Fresh Arrivals of Chartered Grain Tonnage.

WILL SWELL JANUARY FLEET

Big Lumber Fleet for Next Month—Rapid Work on Last of December Ship—Marine Notes.

Three more of the chartered grain fleet arrived in Astoria yesterday in time for their charter, and incidentally guaranteeing employment for the men who will be working on the new crop in good shape. The first of the arrivals yesterday was the French bark Ville de St. Nazaire, which the tug Daniel hustled up from San Francisco heads in a little over 3 1/2 days.

The third arrival was the British bark Norma, which comes from Honolulu under charter to G. W. McNear to load wheat for Astoria. She was cleared on Saturday, so that she had nothing to gain or lose by getting in with the berth. She is a well-known trader in this port, and on her last voyage here came very near breaking up the record by clearing 1500 tons of inward cargo and lining up and taking aboard about 3300 tons of wheat in a little over a week.

AN ACTIVE HOODOO.

British Bark Madagascare Still Meeting With All Kinds of Trouble.

The legendary "sweet little cherub which sits up aloft" for the purpose of blowing the clouds away from the vessel that sail the sea, seems to be missing from the British bark Madagascare. Instead there is apparently an able-bodied "hoodoo" hanging around the craft, and it is in his work with the vessel that the presence of this hoodoo was first noticed early in November, when the vessel arrived down at Astoria, one day too late to get to sea ahead of the big rig which was chartered for the winter.

ROUGH ON THE ATLANTIC.

Ship in Distress Relieved—Mate Killed in Storm.

NEW YORK, Dec. 28.—A L. Champagne, of the French Steamship Line, arrived from Havre, with 37 cabin and 800 steerage passengers. Early today the Champagne sighted a steamer about 60 miles off flying distress signals. She proved to be the bark Nile of Glasgow, bound from Barbados for Boston. Her compass was out of order. The Champagne gave the required aid to the Nile, which then proceeded.

Had Quick Dispatch.

The French bark Lamoriciere left down yesterday morning in tow of the Harvest Queen, after a quick dispatch that has been given any vessel this season. The French bark Marie was in turn to go down, but the night was so dark that the captain decided that he would linger a little longer in Portland. The Lamoriciere and the Lizzie Vance also left down yesterday morning.

Parious Gale on Gulf of St. Lawrence.

ST. JOHN'S, N. F., Dec. 28.—Another furious gale was being raging here for the past 24 hours and has caused much damage along the coast line. It is feared that the shipping will suffer considerably. The Allan Line steamer Peruvian passed Cape Race yesterday morning, but she has not yet been heard of. It is feared that the steamer has been killed by the sea. Canadian cattle, which were shipped at Halifax because of the embargo against American ports.

Marine Notes.

The schooner Olive Olsen, the largest carrier in the coasting lumber fleet out of Portland, will return from San Francisco for another cargo as soon as she finishes discharging. The French bark Desaix and Martha Roux, which were ordered to Portland from San Francisco heads last Saturday, are both under charter, the former for wheat for South Africa, and the Roux for lumber. The schooner G. W. Watson, which loaded lumber at Portland for Hilo last month, made a quick run down to the island port, arriving December 7, only 21 days out. This is not a record-breaker, but it is better than the average.

Domestic and Foreign Ports.

ASTORIA, Or., Dec. 28.—Arrived at 9 A. M.—French bark Ville de St. Nazaire, in tow tug Daniel, from Hobart, via San Francisco Heads. Arrived at 11 A. M.—British bark Norma, from Hamburg, via Honolulu; British bark Ventura, from Antwerp, via Port Los Angeles. Sailed at 9 A. M.—Steamer Vagabond, for Tillamook. Sailed at 1 P. M.—Steamer Despatch, for San Pedro. Arrived at 12 noon—Barkentine Gleaner, from San Francisco. Reported outside at 2 P. M.—Steamer Vagabond, from Hamburg (has pilot on board). Condition of the bar at 3 P. M., moderate; weather cloudy; wind southwest, with squalls.

Rushing Business on the Water Front for Next Three Days.

The tail-end of the Portland grain fleet for 1902 will undoubtedly be the British ship Alister. She has not yet finished discharging her cargo, and there are but three days left this month. Her bills of lading are wanted on the West, however, and as Brown & McCabe never failed to get a ship out on time, she will have her cargo discharged for the hatches before New Year's. A big crew was working on her all day yesterday, and when they suspended operations last night, there was still over 100 tons of grain to be discharged.

Other vessels scheduled to finish in December are the German bark Werra, at the Portland Flouring Mills; the German ship Aster, at the Elevator dock, and the British bark Down Hill, at Columbia No. 2. The big Austrian steamship Kick, which is loading for South Africa, is

also liable to finish, but has been delayed somewhat by the lumber which makes up a portion of her cargo. The wheat and flour which she will have already been loaded on board. If all of these vessels get away with the December fleet, there will still be eight ships in the river under charter to load, and five others due, so that there will still be some business past the turn of the year.

THE "INVISIBLE FLEET."

First Ship of the Season to Arrive Without Previous Announcement.

The British ship County of Linnithgow, which arrived in Saturday, is the first of the "invisible fleet" to arrive this season. Nearly every year, especially when freight is demoralized, a few ships turn up without any previous notice, and to distinguish them from the vessels which are listed or known to be on the way, they are designated as the "invisible fleet." Every ship that is added to the idle fleet in a port when business is dull makes matters worse for rates, and it is for this reason that owners sometimes endeavor to keep their whereabouts of their vessels secret until the cargo is chartered for them. The first intimation of the presence of the County of Linnithgow prior to her arrival was a cable from her home port, which stated that she had accepted business for January loading. This was a clue which indicated plainly that the ship was nearly due at this port, and two days later she surprised the most of the shipping fraternity by her arrival at Astoria.

There are a number of other vessels which have arrived over in the Orient, and have been there for a surprisingly long period. It is believed that some of them may be on their way across to Portland or to Royal Roads seeking. With so many idle ships sailing around the coast, it is not surprising that there is anything but bright, and if tonnage keeps on piling up at the present rate, there will be enough idle ships before next summer to handle the 1903 crop, even though it be a pretty good-sized one.

MARINE LOSSES IN ORIENT.

One Steamer Carried 60 Days. Another Took 15.

VICTORIA, B. C., Dec. 28.—News was brought by the steamer Tartar, which arrived today, of a disaster in the Malacca Straits. The Tokio Aha publishes a telegram from Singapore stating that the steamer Bunsan was in collision with the steamer Kiang Yan in the Malacca Straits, and the Kiang Yan was sunk, 69 sailors and passengers being missing. The Bunsan was in collision with the steamer Kiang Yan in the Malacca Straits, and the Kiang Yan was sunk, 69 sailors and passengers being missing.

TONNAGE EN ROUTE AND IN PORT.

Vessels Chartered or Available for Grain Cargoes From the Northwest.

FOR PORTLAND

Table with columns: Date, Name, Flag and rig, Master, From, To, Consignees. Lists arrivals and departures for Portland.

GRAIN TONNAGE IN THE RIVER

Table with columns: Date, Name, Flag and rig, Master, From, Agents or Charterers, Berth. Lists grain tonnage in the river.

GRAIN TONNAGE EN ROUTE TO PUGET SOUND

Table with columns: Date, Name, Flag and rig, Master, From, Consignees. Lists grain tonnage en route to Puget Sound.

GRAIN TONNAGE ON PUGET SOUND

Table with columns: Date, Name, Flag and rig, Master, From, Agents or Charterers, Berth. Lists grain tonnage on Puget Sound.

ORCHESTRA LEADERS

QUICK TRICKS OF THE MEN WHO DIRECT MUSICIANS.

Requests and Tips That Come to Them—Music at Meals Popular in Cosmopolitan Cities.

Among the foreign customs taking firm root in America is that of music in cafes, restaurants and hotels. The more cosmopolitan the city population, the more general the custom. In the most cosmopolitan cities like Philadelphia, Boston and Baltimore, there is no medium between the much-abused piano of the saloon or beer garden and the silver-toned orchestra of the most exclusive hotels.

How New Scores Are Secured.

His first duty, therefore, is to keep abreast of the time in all things musical. Your regular member of the orchestra, Mascagni opened his New York engagement, every orchestra gallery rang with the strains of the intermezzo from "Cavalleria Rusticana." During the stay of

Prince Henry requests for "The Watch on the Rhine" were numerous.

All this, however, is very simple when compared with securing the very newest popular music. On the face it would appear that every day there is a new piece of music to be popularized, and so they are—when the time comes, which is after the song has been duly copyrighted and put out in publication form.

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One Leader's Ingenuity.

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Northerners Call for "Dixie."

Experience lends say that there seems to exist little or no connection and sympathy between the children of the North and Jew will ask feelingly for "Kilbarney," and a sharp-featured bachelor maid will demand "Sweet Sixteen." The man who has been having the time of his life becomes maddened as he hears musical tastes are concerned, but asks for something invigorating like "Oh, Didn't He Hammer?"

Accidentally Shot.

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