

NO 1903 BAG SHIPS

Not a Vessel en Route or Listed From Calcutta.

LARGE STOCK CARRIED OVER

Regular Steamers Also Affect Direct Shipments—Steamship Indrapura Arrives With Big Cargo—Ship In Danger Off Clatsop.

For the first time in six years the opening of the new year finds Portland without a single bag ship en route or listed from Calcutta, and so far as is known nothing has been secured to load for San Francisco. This unusual condition of affairs is due to a number of causes, the principal of which is the increasing number of tramp steamers and regular liners running between the far East and Pacific Coast ports. With so many opportunities for shipping, it is no longer necessary to arrange for grain bags for the entire crop to come on one or two vessels. As a matter of fact, a decided disadvantage of this method was illustrated this year when the delayed arrival of the *Macduff* with about 7,000,000 bags on board kept the bag market in a feverish condition for over two months. Another factor which has caused considerable delay among the bag importers is the large stocks that were carried over from last year. Not only were the early importations which came along special rates, but also the sufficient for the entire grain crop, but after these were on the market, every Oriental steamer which came to brought consignments of from 300,000 to 1,300,000 bags.

Calcutta. Dealers early in the season sold something like 15,000,000 bags to Portland dealers, and they were brought in on the extra steamers *Cyclops* and *Vesta*, and the regular liner *Indrapura*, the latter vessel alone bringing over 6,000,000 sacks. These bags were brought with the understanding that the prices were to be advanced for the remainder of the season, but no sooner were the big consignments put about than a sharp cut was made, and an additional several million bags shipped to Oregon and California ports. All of the bags brought in on the early orders were not needed, and as a result the carry-over stock is the largest that has ever been, and a corresponding small number of new bags will be needed. The *Indrapura* on her last inward trip brought 500,000 bags, and it is reported that the *Indrapura*, which arrived yesterday, also has a small consignment.

SAVED MANY LIVES.

Ancient Bark Aberystwith Castle Well Known in This Port.

The British bark *Aberystwith Castle*, mentioned in these columns a few days ago as sold to the Japanese after being dismantled, is a pretty well-known vessel among the old-timers in this port. Twenty-five years ago she covered herself with glory off the mouth of the Columbia by rescuing the crew of the American ship *Nimbus*, which went to the bottom of the river. The *Castle* was off the mouth of the river, the *Aberystwith Castle* and the American ship *Pilgrim* crossed out of the river December 15, 1877, at the same time as the *Nimbus*, and after they were off the bar the latter vessel signalled that she was leaking and asked the *Castle* to stand by. This was done, and at 7 P. M. the crew took to the boats and rowed to the *Castle*. The latter craft stood by to see the finish, and at 12:35 on the morning of the 30th the *Nimbus* took the long dive. The rescuing craft turned the crew over to the boats and rowed to the *Castle* and proceeded on her way.

INDRAPURA IN PORT.

Big Liner Arrives From the Orient With a Good-Size Cargo.

The Portland & Astoria liner *Indrapura* arrived in at Astoria yesterday afternoon after a passage of 13 days from Yokohama. She was off the mouth of the river early in the morning, but a bank of fog hung over the entrance so that it was unsafe to cross in until later. The fog lifted in the afternoon and the steamer reached the mouth of the river about 3 o'clock. The *Indrapura* brings a very good cargo, one of the largest she has yet brought in this direction. She will reach her dock in this city today and will be discharged and reloaded as rapidly as possible, as she will, under the most favorable circumstances, be several days behind her schedule sailing date. A full outward cargo awaits her and it is expected to have her outward bound again within a week.

CLOSE TO THE BEACH.

British Ship in a Perilous Position Off Clatsop in a Fog.

An early lifting of a heavy fog at the mouth of the river yesterday undoubtedly prevented a shipwreck on Clatsop beach. The observer at North Head station yesterday morning reported a three-masted loaded ship close to the beach. The ship was first sighted just as the fog lifted, and had apparently drifted into her dangerous position during the night. A light southeast wind came up as the fog lifted and the stranger lost no time in getting off shore. She was reported again last evening as five miles west of the bar, and will probably be in today. No signals were displayed, so the identity of the craft was not disclosed. It is believed, however, that it was the *Hutton Hall*, now due from Shields. She is out 34 days. The *Scottish Minister*, 388 days from the same port, is also due. These two are the only two loaded ships that are now due, although the *Martha Roux* and *Muscle-rius*, from Antwerp, are fully due. The *Martha Roux* and *Muscle-rius* are due from Antwerp, and the *Scottish Minister* is due from Shields, where they received their orders, but they do not answer the description.

HAMMOND'S LUMBER LINER.

New Craft for the Montana Capital—Is Not Yet Completed.

The Francis H. Leggett is the name of the new steamship which Mr. A. H. Hammond has been building for the Pacific Coast lumber trade. The new craft is nearly complete at the yards of the Newport News Shipbuilding & Drydock Company, and will be launched this month. The vessel will have a capacity of over 1,000,000 feet of lumber on a draught so light that she can get in and out of many of the small harbors of the coast which now find difficulty in accommodating lumber carriers of half that capacity. The vessel is of steel, and has been built to stand the usual amount of rough usage which is en-

countered by Pacific Coast lumber craft. When the Leggett is launched, the place on the way will be taken by the new battle-ship *Louisiana*, the keel of the latter craft going down as soon as the Leggett is out of the way.

Interest in Pilot Schooner Sold.

ASTORIA, Or., Jan. 4.—(Special.)—A bill of sale was filed in the Custom-House last evening whereby George W. Wood sells to C. E. Howes a one-sixteenth share, being one of his interest in the pilot schooner, Joseph Pulitzer.

Transport Hancock in Valparaiso.

VALPARAISO, Jan. 4.—The United States Army transport *Hancock* arrived here today from Mare Island on her way to New York.

Domestic and Foreign Ports.

ASTORIA, Jan. 4.—Left at 11:20 A. M.—British ship *Riverbank*. Arrived at 2 P. M.—*British ship* *Theresa*. Arrived at 3 P. M.—*British ship* *Theresa*. Arrived at 4 P. M.—*British ship* *Theresa*. Arrived at 5 P. M.—*British ship* *Theresa*. Arrived at 6 P. M.—*British ship* *Theresa*. Arrived at 7 P. M.—*British ship* *Theresa*. Arrived at 8 P. M.—*British ship* *Theresa*. Arrived at 9 P. M.—*British ship* *Theresa*. Arrived at 10 P. M.—*British ship* *Theresa*. Arrived at 11 P. M.—*British ship* *Theresa*. Arrived at 12 M.—*British ship* *Theresa*. Arrived at 1 P. M.—*British ship* *Theresa*. Arrived at 2 P. M.—*British ship* *Theresa*. Arrived at 3 P. M.—*British ship* *Theresa*. Arrived at 4 P. M.—*British ship* *Theresa*. Arrived at 5 P. M.—*British ship* *Theresa*. Arrived at 6 P. M.—*British ship* *Theresa*. Arrived at 7 P. M.—*British ship* *Theresa*. Arrived at 8 P. M.—*British ship* *Theresa*. Arrived at 9 P. M.—*British ship* *Theresa*. Arrived at 10 P. 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