

WHEAT SHIPMENTS SHOW BIG INCREASE

September's Gain Over Corresponding Month of 1912 492,038 Bushels.

MORE FLOUR SHIPPED ALSO

Portland Exports to California Run to Greater Figures Than Last Year and Business of Puget Sound Is Less.

Wheat shipped from this city during September, amounting to 2,078,933 bushels, was 492,038 bushels more than was floated during the same time last year, and for the season to date the shipments have reached 2,218,591 bushels, which is 228,072 bushels more than was sent away during July, August and September of 1912.

As segregated by the Merchants' Exchange the wheat exported to Europe climbed to 1,176,892 bushels, while last September the showing was 728,854 bushels. There was a falling off in the Oriental trade, 65,585 bushels having gone over the Pacific last month as compared to 168,743 bushels a year ago.

Flour exports to the Orient were represented by 19,822 barrels in excess of the movement 12 months ago, and 28,100 barrels that went to California last month were 6388 barrels more than were disposed of a year ago.

Puget Sound shipped 1,573,037 bushels of wheat to all ports, an increase over September, 1912, of 775,986 bushels. Portland leads the northern ports for the month by 504,996 bushels, and for the season through by 904,874 bushels.

From Puget Sound 231,779 barrels of flour were shipped, and with that included in the cereal movement, reduced to wheat measure, the business for the month was 2,616,042 bushels, against 2,672,469 bushels from Portland, 122,097 barrels of flour being included in the latter figure. So this port leads for the month by 56,427 bushels.

Barley shipments from Portland were 123,494 bushels last month, and for the season they are 674,459 bushels, while from Puget Sound they were 22,000 bushels in September and 45,981 bushels for the first quarter of the cereal year.

The steady increase in the early trade from the Northwest is indicated in the following summary, which means shipments from Oregon and Washington and four reduced to wheat measure.

Table with columns: Grand total to date, Same period 1912-13, Same period 1911-12, Same period 1910-11, Same period 1909-10, Same period 1908-09, Same period 1907-08, Same period 1906-07, Same period 1905-06, Same period 1904-05, Same period 1903-04, Same period 1902-03, Same period 1901-02, Same period 1900-01, Same period 1899-00, Same period 1898-99.

BIG GAINS MADE IN LUMBER

Export and Coastwise Movements Exceed Those of Last Year.

Portland made a gain of 11,203,780 feet in lumber exports for the month ended yesterday, an increase over business in September, 1912, and in coastwise shipments last month is credited with an increase of 3,818,000 feet. Total lumber exports aggregated 21,465,184 feet and were valued at \$264,612, and to California harbors 15,751,000 feet was forwarded.

There were 12 vessels to be dispatched to foreign countries with whole or part cargoes of lumber, the fleet being led by the schooner William Nottingham, clearing September 2 for Antofagasta with 1,212,542 feet valued at \$18,933; schooner Omega, for Coquimbo, 687,944 feet, at \$9398; September 5, Baron Napier, British steamship Pionier, 4,292,788 feet, at \$49,971; September 4, British steamer Rothley, Adelaide, 2,519,642 feet, at \$30,824; September 6, Japanese steamer Kenkon Maru, Shanghai, 1,415,325 feet, at \$14,154; British steamer Vestalia, Manila, 425,000 feet, at \$7025, and British steamer Algora, for Sydney, 2,264,119 feet, at \$27,875. Danish steamer Arabion, Shanghai, 4,028,154 feet, at \$49,971; September 22, British steamer Colusa, Balboa, 1,021,898 feet, at \$13,090; schooner Samar, Callao, 906,591 feet, at \$11,197.

WRECKAGE SIGHTED BY SHIP

Barkentine Reports Passage Through Lumber and Pieces of Ship.

ASTORIA, Or., Sept. 30.—(Special.)—The barkentine Puako, which arrived from Callao, reports that on September 3 in latitude 9-53 north, longitude 121-31 west she spoke the Russian bark Isabel Brown bound for British Columbia.

On September 3 in latitude 13-52 north, longitude 137-42 west the Puako passed through a large quantity of lumber and sighted a portion of a ship's rail painted white.

Under her own steam, the tramp Darnam shifted yesterday from St. Johns to the plant of the Portland Lumber Company to load, and she will haul down this evening to the North Pacific mill.

To undergo repairs, the barkentine Puako, which arrived in the river yesterday from Callao, will go to the Port of Portland drydock. The schooner Caroline, which arrived from Los Angeles, Cal., where she was on the dock at the Craig yards early in the month, goes to the plant of the St. Helens Shipbuilding Company.

Coming from San Francisco to load lumber, the British ship Lord Templeton arrived up last evening at Linton. The German ship Harvestude, under engagement to load wheat, also reached Linton from Mazatlan.

As the bark Lev G. Burgess has completed discharging Alaska salmon at the Albina dock, she is to be towed to Winter quarters at Goble today.

Major McIndoe, Corps of Engineers, U. S. A., who spent Monday at Astoria, says that 500 feet of the trestle for the north tye has been completed and that a mile should be in place July 1, 1914, providing there is no hitch in the plan to begin dumping rock February 1.

To load additional grain, the tramp

IRVINGTON SCHOOL CHILDREN LEARN FIRST-HAND HOW BRICKS ARE MANUFACTURED.



1—PROCESS OF BRICKMAKING DEMONSTRATED BY WORKMEN. 2—STUDENTS TAKING NOTES ON WORK.

Epson hauled from Irving dock to Columbia dock No. 2 yesterday. The Coila is to leave down from the latter dock today for the United Kingdom.

Movements of Vessels.

PORTLAND, Sept. 30.—Arrived—Steamers Arctic and Sario, from San Francisco; British ship Lord Templeton, from San Francisco; German ship Harvestude, from Mazatlan; schooner Caroline, from Long Beach, a/c. Sailed—Steamer Sas H. Elmore, for Tillamook; British steamer Belucia, for St. Vincent; orders.

ASTORIA, Sept. 30.—Arrived at 5:45 and left up at 7 A. M., steamer Arline, from San Francisco. Left up at 8:40 A. M. schooner Caroline, arrived down at 9:30 A. M. barkentine Puako, from Callao. Arrived at 7:30 and left up at 9 P. M. steamer Camino, from San Francisco. Left up at 10 P. M. British ship Lord Templeton and German ship Harvestude.

NEW YORK, Sept. 30.—Sailed—Steamer Richmond, San Francisco. Arrived—Steamer Hilonian, Hilo, Atlas, Astoria; Argyle, Portland; Pennsylvania, Portland; Nippon Maru (Japanese), Hongkong; Columbia, Salina Cruz; schooner Kusler, Rogue River.

Tides at Astoria Today.

High 1:19 P. M., 5.6 feet; 7:51 A. M., 5.6 feet; 1:26 P. M., 5.6 feet; 8:09 P. M., 5.6 feet.

RICHER MAN HAS GUARDIAN

William C. Barker Declared to Be Spendthrift by Court.

Following the allegations made in the petition that William C. Barker was dissipating his money, Judge Cleon in Probate Court yesterday declared Barker a spendthrift and appointed Seva B. Stewart as guardian.

The petition was presented to the court by Alice Barker, a sister, and the County Commissioners, and alleged that Barker had squandered \$50,000 in five years. The petitioners estimate that Barker's estate is worth \$150,000.

Use common sense, buy Superior coal, \$6 a ton. Main 154, A. 1541.—Adv.

PORTLAND'S CEREAL EXPORTS FOR 1913-14 SEASON.

Table with columns: Cereal, vessel, flag, destination, Wheat, Flour, Total. Lists various export data for the 1913-14 season.

SYSTEM IS POPULAR

Irvington School's New Work Wins Praise.

BRICK YARDS ARE VIEWED

Pupils Not Satisfied Till All Questions Are Answered and Cost of Production Figured—Camera Play Big Role.

The new system of practical education that is being demonstrated in the Irvington School is

praise of the new plan that has been introduced by Superintendent Alderman and the Board of Education.

Yesterday 45 students of the Irvington School went on one of the outings that are to be an important factor of the modern educational scheme.

The young people, members of the upper grades, were chaperoned by Miss Katherine Jenkins and Miss Dudley, two of the teachers, who took the boys and girls to the Versteeg brickyards, where the process of brick-making was explained fully to the visitors.

Both boys and girls showed great interest in exploring the clay pit, and the mill where the clay is crushed, mixed and moulded. The drying yards and the kilns were examined fully and the composition of the brick was explained carefully, while the children took notes. Clay, sand and water were mixed in the demonstration, and the green bricks were shown carried on a cable carrier to the kilns in crushed, mixed and moulded.

The pupils were not satisfied until they had asked all sorts of questions and found out the average number of bricks produced and the cost of their production. Every detail came in for inspection under their observing eyes.

Some took cameras and will show the pictures and explain the trip to those who could not go.

The teachers were kept busy, but enjoyed the outing as much as did their young charges. Visits to other plants will be made in the near future, and all information gathered will be used by the children in composition writing and in other branches of school work.

The interest shown by all, especially the boys who hitherto have looked on school as a bore, is gratifying to the teachers and to Principal Elmer Brown.

UNITED EFFORT IS URGED

Congressional Aid Asked For Columbia Project.

Ports Committee Asks More Dredgers and Increase of Appropriations.

NIGHT ENROLLMENT DROPS

Attendance at Albina Homestead School Expected to Increase.

Willis F. Howard Sought Long Absence and Silence Prompts Relatives to Search.

WORLD MINDOE IS AIM

Chamber of Commerce Would Halt Engineer's Transfer.

APPEAL DISPATCHED EAST

Portland Body Asks That Order Be Rescinded So Port of Columbia Improvements May Be Financed by Familiar Man.

A determined effort was begun yesterday by the Portland Chamber of Commerce to have rescinded the order transferring Major McIndoe, Corps of Engineers, to the Philippines, and to have him retained in the service in this district until the big engineering task he has in hand at the mouth of the Columbia is completed.

The following telegram was sent to United States Senator Chamberlain at Washington, D. C.

Portland Chamber of Commerce understands Major J. F. McIndoe, in charge of improvement of rivers and harbors in Second (Portland, Oregon) District, is to be transferred to the Philippines. The trustees feel that while we are in the midst of the vast work of the improvement of the mouth of the Columbia River and the Columbia and Willamette Rivers from Portland to the sea that it might work great damage to the Columbia Basin should a change be made at this time, and could not possibly be of an advantage.

Major McIndoe has thorough knowledge from many years' experience of the immense work at the mouth of the Columbia, which knowledge is invaluable at this time. We ask, therefore, that you do your utmost to prevent a change now.

Major McIndoe received the orders by telegram from W. T. Russell, Chief of Engineers, directing him to sail for the Philippines from San Francisco in December. The orders were not a surprise to Major McIndoe, since suggestions of pending change had been received by him some weeks ago.

The transfer is in line with the policy of the department, which does not, as a rule, leave an engineer in charge of one district for more than three years. Major McIndoe is due for promotion to the rank of Lieutenant-Colonel in 1915. Announcement of his successor has not yet been made.

It is the hope of the Chamber of Commerce that he may be retained in this district at least until the north jetty of the Columbia is completed and the dredging work at the mouth of the river, in which he has recently taken an active and effective interest, has been made now.

It is probable that the appeal of the Chamber of Commerce will be reinforced by similar appeals from the Port of Portland, the Port of Columbia Committee and other similar organizations which are vitally interested in the expedition of the harbor improvement work at the mouth of the Columbia.

A letter urging members of the Congressional delegations of Oregon, Washington, Idaho and Montana to form an organization that can present a united front in aid of the movement to obtain more dredgers at the mouth of the Columbia River, and to increase the Congressional appropriation from \$50,000,000 to \$150,000,000 was prepared by the committee of the Columbia committee yesterday.

A copy of the letter, which is addressed to Oregon Senators and Representatives, will be sent to each member of the several delegations. The letter reads in part:

"It is our belief that by adequate increase of dredging capacity on the bar the channel will be deepened to 40 feet within 18 months.

"We believe that such improvement in the channel will invite an annual increase of \$50,000,000 to \$150,000,000 in the foreign commerce of the ports of the Columbia.

"We greatly desire your support, feeling sure that nothing else at this time so important to the interests and development of the nearly 300,000 square miles drained by the Columbia and its tributaries.

"We ask, therefore, that you and the other members of our delegation from Oregon, enlist the co-operation of Senators and Representatives from Washington, Idaho and Montana; also those from Utah, Wyoming and Nevada, urging upon the chief of the United States engineers that he act favorably and at once upon the recommendation of Major McIndoe.

"We are certain that a grateful people in the entire Columbia River district will heartily commend and earnestly support your most active effort in line with our request."

\$1.50 Round Trip

Portland Day, Thursday, Oct. 2 SPECIAL TRAINS TO THE Oregon State Fair

(ALL TRAINS DIRECT TO FAIR GROUNDS) FROM PORTLAND

Wednesday, Oct. 1 Thursday, Oct. 2 Friday, Oct. 3 Saturday, Oct. 4

Leave Union Depot 8:10 A. M. Arrive Fair Grounds 10:15 A. M. Leave East Morrison 8:20 A. M. Arrive Salem 10:20 A. M. No. 19 Leave Union Depot 8:35 A. M. Arrive Fair Grounds 11:05 A. M. No. 19 Leave East Morrison 8:45 A. M. Arrive Salem 11:10 A. M.

RETURNING Leave Salem 5:20 P. M. Arrive Portland 7:50 P. M. Leave Fair Grounds 5:40 P. M. Arrive Portland 7:50 P. M. No. 20 Leave Salem 7:35 P. M. Arrive Portland 10:15 P. M. Leave Fair Grounds 7:45 P. M.

OTHER SALE DATES October 1, 2, 3, 4 \$2.00 ROUND TRIP (Return limit October 8)

John M. Scott, General Passenger Agent.

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THE JOY OF COMING MOTHERHOOD

A Wonderful Remedy That is a Natural Aid and Relieves the Tension.

Mother's Friend is the only remedy known that is able to reach all the different parts involved. It is a penetrating external application after the formula of a noted family doctor, and lubricates every muscle, nerve, tissue or tendon involved.

By its daily use there will be no pain, no distress, no nausea, no danger of laceration or other accident, and the period will be one of supreme comfort and joyful anticipation.

COURT CUSTOM IS SCORNE

"Toy," Frequent Defendant, Stops Procedure With Plea of Guilty.

Laura Little, known to the police as "Toy," came back to court after an absence of several days yesterday, this time on a charge of disorderly conduct.

Clerk Crouse started reading the charge against her and the girl laughed. "Ain't no use you reading at that stuff," she said. "I'm guilty all right."

To the judge, who always has pet little lectures for "Toy" in her numerous trips to court, she appealed; "Make it as easy as you can, Judge; I know I've got it coming."

The judge made it ten days.