

FOR THE FAR EAST

Kvarner Cleared Yesterday for Hong Kong Direct.

CARRIES NEARLY 30,000 BARRELS

Will Be Followed by the Adato, Which Arrived Last Night—Louis Pasteur Makes Fast Voyage.

The December four fleet for the Orient made an early start yesterday, the California & Oriental line Kvarner clearing for Hong Kong direct with 29,000 barrels of flour, valued at \$18,000. The Kvarner was cleared yesterday morning, and since that time she has discharged 10,000 barrels of flour, and all the outward cargo. She finished loading last night, and will leave dawn this morning.

The Kvarner's place at the four mills will be filled by the British steamer Adato, which arrived last evening, and will commence loading her outward cargo at once. The Adato has just celebrated her first birthday, having left the yards in Glasgow in November, 1899. She is a strictly up-to-date steamer, and is equipped with all of the modern appliances for the economical handling of freight. Her dimensions are: Length, 257 feet; beam, 32 feet; depth of hold, 25 feet; gross registered tonnage, 2,387; net registered tonnage, 215. She is equipped with triple expansion compound engines of 24-horsepower cylinders with 6-inch stroke. The Adato is owned by the Ocean Navigation Company, Ltd., of Glasgow, of which Andrew Weir & Co., the well-known ship-owners, are managers. The steamer is chartered to the Oregon & Oriental Steamship Company, and will load a full outward cargo of flour for Hong Kong.

ERIE CANAL TRAFFIC.

Major Symons Recommends Improvements to Revive It.

NEW YORK, Dec. 1.—Major Thomas W. Symons, of the Corps of United States Engineers, has prepared an interesting paper for the American Society of Civil Engineers on the "Canals From the Lakes to New York," in which he says in part: "The decline in traffic on the Erie Canal is due to very many causes, but the principal one being that it is not in any manner up to date; that the towing is still being done on it largely by horses and mules, and business has never been organized and conducted on modern lines. It has been seriously handicapped by the fact that improvements have been undertaken and discussed which would render it of the type and capacity of a business proposition for people to build new boats for canal business or to replace those outworn with the possibility before them of a larger canal in the near future.

"That the traffic on the Erie Canal has declined is true, but it would immediately spring up and grow to enormous dimensions if the canal were properly built in its place, if legislative restrictions on the capital of operating transportation companies were removed, and if the business were organized in a thoroughly up-to-date manner. It must not be forgotten that if the Erie Canal has stood still or worse than that for the last 30 years, the competing railroads have improved their transportation facilities enormously in ways which it is unnecessary to recount here."

RELATED GRAIN FLEET.

Two Vessels Arrive, and Many More Are Due at This Port.

The related grain vessels which failed to arrive in time to make a very big showing for November exports, are now coming along in a bunch. The German bark, Elbe, reported yesterday morning, arrived in yesterday morning, and the French bark Louis Pasteur in the afternoon. The Elbe made a good run in spite of a slight delay off the river, her time from Antwerp being 138 days. The big four-master Peter Rickmers, and two other vessels are still outside, but will probably be in today. In addition to these vessels, there is a fleet of about a dozen which are fully due, and which should reach port within the next fortnight.

Included in the list now due are the German bark Alster, and British bark Adato, from Yokohama; German ship Alice, from Nagasaki; German bark Bertha, from Port Natal; British steamer Ching Wei, from Hong Kong; ship Dora, from Sourabaya; German ship Peter Rickmers, from Hong Kong; German ship Tarpenbek, from Guaymas, and British bark Waverree, from Valparaiso.

NEW PANAMA LINE.

Railroad Company Chartered Steamers for Mexican Service.

SAN FRANCISCO, Dec. 1.—The Panama Railroad Company is making all the necessary preliminary arrangements for the inauguration of its new steamship service between here and Panama, upon the expiration of its contract with the Pacific Mail Steamship Company next month. Another steamship for Panama service was chartered today, but its name has not been made public.

The St. Paul, which was chartered several days ago, will leave on her initial trip on the Panama run on December 13, and has already been offered more cargo than she can accommodate. After that there will be a sailing every two weeks. It is thought that four ships will be needed for the service. The motive power of the line will be the new freight service to Panama, a new schedule of rates will be issued by the Panama Railroad which will be arranged with a view of developing trade with Caribbean Sea ports.

FAST ROUND TRIP.

Louis Pasteur Sails Nearly 40,000 Miles in Ten Months.

The French bark Louis Pasteur arrived in at Astoria last evening, after one of the fastest round trips ever made between Portland and Europe. The vessel sailed from the Columbia River for Queenstown for orders, January 28, and accordingly made the round trip in 10 months and three days. The old Borrowdale, which used to ply regularly between Portland and Liverpool, has beaten its time slightly through having quick discharge in Europe, but she seldom made as good an average passage for the round as that of the Pasteur. This vessel made the outward run from the Columbia to Queenstown in 112 days, and coming this way was out 132 days, so that her average time on the round was but 122 days. She came out in ballast, and since leaving here 10 months ago, has sailed nearly 40,000 miles, and earned a subsidy from the French Government sufficient to pay nearly all of her operating expenses.

BEER CARGO FOR MANILA.

VANCOUVER, B. C., Dec. 1.—The outgoing steamer Empress of China, which sails from this port for the Orient on Monday, will carry a record cargo of beer for the Philippines. Fifty thousand barrels, brought in by 15 trains, are consigned to Manila.

Atlantic Liner Disabled.

QUEENSTOWN, Dec. 1.—The Cunard line steamer Umbria, from New York, November 24, for Liverpool, which arrived

here today, reports having passed November 25, in latitude 51 N. and longitude 25 W. The Hamburg-American liner Beland, which left New York on November 24, bound for Baltimore. The Beland had stopped for the purpose of repairing her rudder, which had become disabled, but it was expected that she would proceed on the following day.

San Francisco Vessel Capsized.

WASHINGTON, Dec. 1.—The United States Ambassador to Mexico, a steamer bound for the East, was reported to have been capsized by a wave from the Mexican Government to the effect that a vessel named the "Car of San Francisco," was found capsized off of La Paz near San Francisco apparently loaded with the hull in good condition. The local Mexican authorities have been instructed to take necessary steps to care for the vessel and her cargo.

The Beech Truck's Troubles.

LONDON, Dec. 1.—The British bark Beech, Captain J. H. Beech, from San Francisco, was reported to have been damaged by gales and "laid a ways," been reported passing Astoria Island, and was reported to have been damaged by a heavy sea.

Wheat at the Antipodes.

BRISBANE, Queensland, Dec. 1.—The wheat crop of the Darling Downs district is expected to be a bumper one. The instances it will yield 52 bushels to the acre.

Domestic and Foreign Ports.

ASTORIA, Dec. 1.—Arrived at 8:40 A. M. from New York, the steamer "M. M. Elder, from San Francisco. Arrived at 9:30 A. M. from German bark Elbe, from Antwerp; at 4:30 P. M. French bark "Louis Pasteur, from Hong Kong. Left at 10 A. M. for British steamship Adato, reported outside at 5 P. M. German bark Peter Rickmers and two other square-riggers. Condition of the bar at 5 P. M. "M. M. Elder, from San Francisco. Arrived at 8:40 A. M. from New York, the steamer "M. M. Elder, from San Francisco. Arrived at 9:30 A. M. from German bark Elbe, from Antwerp; at 4:30 P. M. French bark "Louis Pasteur, from Hong Kong. Left at 10 A. M. for British steamship Adato, reported outside at 5 P. M. German bark Peter Rickmers and two other square-riggers. Condition of the bar at 5 P. M. "M. M. Elder, from San Francisco. Arrived at 8:40 A. M. from New York, the steamer "M. M. Elder, from San Francisco. Arrived at 9:30 A. M. from German bark Elbe, from Antwerp; at 4:30 P. M. 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