

ONE MILLION BUSHEL

HEAVY SHIPMENTS OF WHEAT FOR THE MONTH TO DATE.

Total Shipments for October Will Exceed 2,000,000 Bushels—Pacetic Sound Disasters—Notes.

October shipments of wheat and flour from Portland will easily exceed two million bushels. With but two-thirds of the month passed, the shipments are already in excess of a million bushels, and there is a big fleet in the river to finish. The shipments of wheat alone for the month to date, have amounted to 862,243 bushels, and two Oriental steamers have taken out enough flour, reduced to weight measure, to swell the total to 1,000,785 bushels. In addition to this, two vessels have carried away 235,000 bushels of barley. The first full cargo of barley to leave the port this season, will go forward on the Italian ship Carlo P., which was dispatched yesterday by Baiford, Guthrie & Co., with 112,187 bushels. The Falls of Hallade, which sailed last week, had nearly a full cargo of the cereal and the German gunboat and the Super, sailing last month, each carried liberal consignments, the total shipments to date reaching nearly half a million bushels.

The Bremer Rickmers, which was the last grain ship to finish, is in the stream with 123,000 bushels of wheat aboard. In detail the shipments for the month are as follows:

Vessel	Bushels
Mabel Rickmers	112,187
Dunbarton	75,132
S. Donaldson	75,132
Falls of Hallade	112,187
Samuel	112,187
Glenn	112,187
East Indian	112,187
Bremer Rickmers	112,187
Super	112,187
Sutherland	112,187
Total	1,000,785

Flour reduced to wheat measure. Bremer Rickmers, 112,187 bushels. Falls of Hallade, 112,187 bushels. Total, 1,000,785 bushels.

WHERE UNDERWRITERS LOSE.

Pacetic Sound Marine Disasters Again.

Pacetic Sound navigators continue to pile up expensive damages to be liquidated by the underwriters and owners of vessels. The Tacoma Ledger has the following regarding the latest disaster:

The steamer Mackinaw, Capt. Littlefield, of the Tacoma-California coal-carrying fleet, struck on Tatoosh rocks while en route up the straits during Tuesday's storm fog and stove a hole in her bottom. The steamer has a double bottom, with water-tight compartments, and by the aid of anchors and steam winches Captain Littlefield, who is an expert navigator, was enabled to float her with slight additional injury to one or two of her upper stern plates.

Surgeons visited yesterday that the Mackinaw would be the drydock at Quartermaster Harbor today. She is unable to take cargo in her present condition, and is berthed at the gravity dock. None of the Mackinaw's crew were injured in the accident yesterday. Captain Littlefield was in Seattle, and the particulars were, therefore, unobtainable.

It is stated upon reliable authority that the Mackinaw sustained considerable damage to her bottom.

Investigation by the surveyors into the extent of the damage sustained by the German steamer Elba, which collided with the Japanese liner Kaga Maru yesterday while en route from Tacoma with 200 tons of wheat, to finish her cargo at Seattle, proves that the damage to the Elba was more serious than was supposed. In fact, the damage sustained by the Elba is much more serious than that which was sustained by the Kaga Maru. It is stated upon reliable authority that the lowest bid for repairing the Elba is \$120,000, and that the work will require three weeks. The cargo which she already has aboard will not be disturbed. That with which she is in finish at Seattle for the Seattle Grain company will not be put into her until the repairs have been made. The damage to the Elba is entirely about the bow, where her plates are sprung and considerable internal damage sustained. Specifications for her repair were made and bids called for, with the result stated.

SIGNAL SERVICE STATION.

North Head Appropriation Deemed Sufficient by Contractors.

ASTORIA, Oct. 19.—Weather Forecaster Beck, of the United States Agricultural Department, was in Astoria today consulting with the local contractors as to the possibility of the signal-service buildings contemplated at North Head being constructed within the appropriation already made by Congress for the purpose. After showing the plans to several of them it was found that any of them would be willing to accept the contract at the price fixed, and begin work at once. Mr. Beck stated that in the near future his department would again commence the reporting of the tides and departure of vessels from the mouth of the river. At first this will be done by telephone, but later by cable, until the success of wireless telegraphy at Tatoosh Island is established, when that system will be installed here.

STEAMER GODDARD WRECKED.

Three Lives Were Lost—Captain One of Those to Perish.

VICTORIA, B. C., Oct. 19.—Telegrams received here today tell of the loss of the steamer Goddard, running on Lake Lehigh, in Northern British Columbia, and the loss of three lives. The only name given in the dispatch is that of Charles Edward McDonald, of this city, captain of the steamer. He had been in the north for a number of years, and had built a number of smaller steamers running on the northern rivers and lakes. His widow and four children are at present in Seattle, his parents residing here. The Goddard is owned by the Upper Yukon Consolidated Company, of this city.

HEAVY WHEAT EXPORTS.

Portland Has Averaged Nearly 1,000,000 Bushels Per Month.

The monthly report of the Bureau of Statistics showing the exports of wheat from the different points has just been received. It gives the total shipments for the first nine months of the calendar year, and shows Portland to have averaged nearly a million bushels per month. With the three largest months of the season yet to hear from, these figures will be almost doubled by January 1, 1902. The shipments for all ports have been enormous, amounting to more than double those for a corresponding period a year ago. All of the Pacific coast ports will show larger shipments for the next three months than in any other five months

of the year. The shipments to October 1 by ports for this year and last year are as follows:

	1901.	1900.
New York	23,544,596	23,544,596
New Orleans	19,471,222	19,471,222
Baltimore	15,396,854	15,396,854
Boston and Charleston	12,184,571	12,184,571
Galveston	12,184,571	12,184,571
San Francisco	8,495,489	8,495,489
Philadelphia	8,495,489	8,495,489
Portland	8,495,489	8,495,489
Puget Sound	8,495,489	8,495,489
Chicago	8,495,489	8,495,489
Superior	8,495,489	8,495,489
Newport News	8,495,489	8,495,489
Duluth	8,495,489	8,495,489
Norfolk	8,495,489	8,495,489
Other districts	8,495,489	8,495,489
Totals	135,990,187	135,990,187

Year's Shipping Casualties.

A blue book has been issued at London giving abstracts of the returns made to the Board of Trade of shipping casualties during the year ended June 30, 1900. From it we learn that the total number of sea casualties to vessels belonging to the United Kingdom during that period was 5408, being 1904 less than during the preceding year. The number of total losses was 178,675, the figures being higher by 20 as regards number and 8005 as regards tonnage than for the corresponding period; but lower by 11 in number and 17,000 in tonnage than the average for the last 24 years.

Excluding British ships, 14,027 vessels of all descriptions (tonnage 4,965,838) belonged to the United Kingdom were totally lost during the 24 years ended June 1, 1900. The average annual loss was 584 vessels (tonnage 206,910), as against 425 vessels and 179,000 tons in 1890-1900.

Royal Sailors.

SAN FRANCISCO, Oct. 19.—The sons of two Belgian noblemen are serving as apprentices on the British ship Muskoka, now in this port. One is Rene De Kerchove, son of Baron De Kerchove, present Governor of East Flanders, Belgium. He is 18 years old. The other, nearly a year younger, is Edward De Jongh, whose father is Viscount de Jongh, a member of the Belgian Upper House. They were apprenticed at Antwerp to Captain Crowe to learn practical seamanship and live and work with the crew. When on shore leave they take 20 the night of the places where the ship touches.

Mackinaw Badly Damaged.

SEATTLE, Oct. 19.—The Board of Survey on the collier steamer Mackinaw, which last Thursday dragged herself across Duncan Rock at the entrance to the Straits, find the damage to the vessel was much more serious than was expected. The injuries are on the port side. Fifty feet from the bow is a great hole in the hull, where the vessel struck. Her entire bottom is scraped from that point to within 30 feet of the stern, where there is another large hole. It will cost probably \$50,000 for repairs. The collier is now in drydock at Quartermaster Harbor.

Big Steamer Siberia Launched.

NEWPORT NEWS, Va., Oct. 19.—The Pacific Mail steamer Siberia, the largest vessel ever constructed in America, was today successfully launched by the Newport News Shipbuilding Company's yards. Miss Belle Norwood Tyler, daughter of Governor J. Hoge Tyler, was sponsor. About 20,000 persons were present. The steamer is approximately 600 feet long, and displacement about 12,000 tons.

Will Build Three More Vessels.

SYRACUSE, N. Y., Oct. 19.—The Globe Navigation Company, of Seattle, at a meeting in this city today announced plans to build three vessels for the company, in addition to the two now under construction.

French Brig Wrecked. BREST, France, Oct. 19.—The French brig Rena, from Newfoundland for St. Malo, has been wrecked on the rocks off Yennaher, in Finistère. The captain and 10 of the crew were drowned.

Marine Notes.

The American bark Kate Davenport left down the river yesterday, in tow of the Columbia No. 2 yesterday, and will commence loading wheat tomorrow. Captain W. H. Whitcomb, a well-known and popular steamboatman on the Columbia and Willamette rivers, has leased the steamer Republic and is running her in the jobbing trade around the river and as a hunters' boat to the down river shooting preserves.

Domestic and Foreign Ports.

ASTORIA, Oct. 19.—Sailed at 11:40 A. M., steamer Alliance, for San Francisco and way ports. Arrived at 11:50 P. M., steamer W. H. Harrison; at 2:15 P. M., steamer Elmore, from Tillamook. Condition of the bar at 5 P. M., rough; wind, south; weather, cloudy.

TACOMA, Oct. 19.—Arrived—Steamer San Mateo, from San Francisco; steamer Carina, from San Francisco, via Seattle; ship Charles E. Moody, from San Francisco. Sailed—Steamer San Mateo, for San Francisco.

SAN FRANCISCO, Oct. 19.—Arrived—Steamer Chilkot, Loring; steamer Umattila, Victoria. Sailed—Scholar, Laura Madson, Gray's Harbor; barkentine Arago, Willapa Harbor; ship John Currier, Everett; steamer Mattewan, Tacoma.

COLUMBIA, Oct. 19.—In port September 1. British ship Avenger, for Oregon. Yokohama—Arrived October 15—British steamer Tartar, from Vancouver. Palmyra—Arrived October 15—German ship Nerissa, from Bremen. Gray's Harbor—Sailed Oct. 17—Scholar Letitia.

Seattle—Sailed Oct. 18—Steamer Santa Barbara, for Whatcom; steamer Robert Dollar, steamer Carina, for Tacoma. Arrived—Steamer Al-Ki, from Skagway.

New York, Oct. 19.—Arrived—L'Aquila, from Havre; Philadelphia, from Southampton; Etruria, from Liverpool; Bolivia, from Naples. Sailed—Nomadic, for Liverpool; Graf Waldersee, for Hamburg; Lucania, for Liverpool; Minnehaha, for London; Lab, for Naples; Staaten-dam, for Rotterdam; Astoria, for Glasgow.

Liverpool, Oct. 19.—Arrived—Georgie, from New York. Sailed—Campania, for New York.

Hamburg, Oct. 19.—Arrived—Augusta Victoria, from New York.

Queenstown, Oct. 19.—Arrived—Umbria, from New York for Liverpool.

Hong Kong, Oct. 19.—Arrived previously—Doric, from San Francisco via Honolulu and Yokohama; Hyson, from Tacoma via Hong Kong for London.

Yokohama, Oct. 19.—Arrived previously—Tartar, from Vancouver.

Auckland, Oct. 19.—Sailed—Ventura, from Sydney, N. S. W., for San Francisco.

London, Oct. 19.—Sailed—Minneapolis, for New York.

Philadelphia, Oct. 19.—Sailed—Belgenard, for Liverpool.

Hamburg, Oct. 19.—Arrived—Phoenix, from New York.

Bremen, Oct. 19.—Sailed—Kolon, for New York.

Queenstown, Oct. 19.—Sailed—Cymric, for New York.

Antwerp, Oct. 19.—Sailed—Friedland, for New York.

Havre, Oct. 19.—Sailed—La Champagne, for New York.

Cherbourg, Oct. 19.—Sailed—St. Paul, from Southampton for New York.

IMMENSE STEEL PLANT

TRUST PAYS \$2,000,000 FOR A SITE IN CALIFORNIA.

Large Iron and Copper Deposits in That State and Utah Have Also Been Purchased.

SAN FRANCISCO, Oct. 19.—The Post says that the United States Steel Company is going to build an immense steel plant at Whittier, in this state, and that preliminary to the establishment of the plant, the Murphy Oil Company's plant at Whittier has been purchased for the sum of \$2,000,000.

In addition to this comes a likewise sum of \$2,000,000 to be paid to the owners of the copper deposits in the State of California, which the Duke Smeltering Company, of St. Louis, has purchased for the United States Steel Company all the iron and copper deposits

or 10 miles beyond where any white man had ever been, at least there is no sign. They panned out considerable gold, and brought it with them. Their grub gave out. They will return again before snow falls too deep, and make more locations. Every able-bodied man is going. The best evidence is the gold brought down, which I saw, and weighed some of it. Bob Campbell, who is an old Barkerville miner, says: "It's a second Williams Creek. The benches are rich."

Large Crowd Out for the District.

ASHROFT, B. C., Oct. 19.—A special from One Hundred and Fifty Mile House says a crowd left here this morning for the headquarters of the Horse Fly. R. T. Ward, just in from Horse Fly, says it is believed to be all right, and the strike is genuine as reported.

Sons of Noblemen Sailors.

SAN FRANCISCO, Oct. 19.—The sons of two Belgian noblemen are serving as apprentices on the British ship Muskoka, now in this port. One is Rene De Kerchove, son of Baron De Kerchove, present Governor of East Flanders, Belgium.

WOODBURN HER HOME FOR 40 YEARS.

THE LATE MRS. BENJAMIN BROWN.



WOODBURN, Or., Oct. 19.—The funeral of Mrs. Benjamin Brown, who died here yesterday, will be held tomorrow. The interment will be in Bell Pass cemetery. Mrs. Brown had resided in Woodburn for 40 years. Her maiden name was Hawkins. She was born in Indiana, October 18, 1827. In 1846 she was united in marriage to Benjamin Brown, in Rush County, Indiana. In 1850 Mr. Brown moved to Woodburn, and Mrs. Brown with an ex team, and spent the winter of 1850-51 on the Abiqua, in Clackamas County, moving to Woodburn in the summer of 1851; their home since. A husband and 11 children survive her—Mrs. Ray, Mrs. E. Robbins, of Woodburn; Mrs. Mary Baker, of Long Beach, Wash.; Mrs. Minerva A. Whitney, of Palouse, Wash.; Mrs. Emma P. Cochran, of Woodburn; Arista B. Brown, of Scholls; William B. Brown, of Garvins; Mrs. Sarah D. J. Whitney, of Woodburn; Mrs. Cora M. McRae, of Portland; Henry D. and Samuel B., of Woodburn, and John M., of Boise, Idaho.

In Southern Utah, and all the deposits along the line of the Clark road from Utah to Southern California.

Denies the Story.

LOS ANGELES, Cal., Oct. 19.—The published story of a gigantic oil and mineral land deal, in which the United States Steel Corporation is said to be a factor, is denied by T. E. Gibbon, vice-president and general counsel of the Salt Lake, Los Angeles and San Pedro Railroad. Mr. Gibbon tonight said the story was news to him and that it was purely imaginative.

NORTHWEST DEAD.

Prominent Crook County Stockman. THE DALLIES, Or., Oct. 19.—Albert J. Priddy, a prominent stockman of Crook County, died last night at his home near Crook Keys, of Bright's disease. Mr. Priddy was a native of England. He had lived in Crook County for 35 years. He leaves a widow and six children—Mrs. W. N. Davey, of Santa Cruz, Cal.; Ernest Priddy, of Sacramento, Cal.; Ida, Perry, John and Leslie, all of Crook County. His remains will be interred Monday at Hay Creek.

Old Resident of Gaston.

FOREST GROVE, Oct. 19.—Mrs. Thomas Beth, aged 65 years, died at her home near Gaston yesterday. She had resided at Gaston for 30 years. She leaves the following children—Mr. John Calahan, Sugar Loaf, Or.; Mrs. Finley McLeod and John George, near Gaston, Or.; and Mrs. H. C. Crisley, of Gaston. Interment will be in the Almorin Hill cemetery, at Gaston, today.

FOR THE CHILDREN

To Keep Their Digestion Perfect Nothing is So Safe and Pleasant as Stuart's Dyspepsia Tablets.

Thousands of men and women have found Stuart's Dyspepsia Tablets the safest and most reliable preparation for any form of indigestion or stomach trouble. Thousands of people who are not sick, but are well and wish to keep well take

Stuart's Tablets after every meal to insure perfect digestion and avoid trouble. But it is not generally known that the Tablets are just as good and wholesome for little folks as for their elders.

Little children who are thin and have no appetite, or do not grow or thrive, should use the tablets after eating and will derive great benefit from them.

Mrs. G. H. Crisley, of Washington St., Hoboken, New Jersey, writes: "Stuart's Dyspepsia Tablets just fill the bill for children as well as for older folks. I've had the best luck with them. My three-year-old girl takes them as readily as candy. I have only to say 'tablets' and she drops everything else and runs for them."

A Buffalo mother, a short time ago, who despaired of the life of her babe, who was so delighted with the results from giving the child these tablets that she went before the notary public of Erie Co., N. Y., and made the following affidavit:

Gentlemen—Stuart's Dyspepsia Tablets were recommended to me for my two-month-old baby, which was sick and puny and the doctors said he was suffering from indigestion. I took the child to the hospital, but there found no relief. A friend mentioned the Stuart's Tablets and I procured a box from my druggist and used only the large sweet lozenges in the box and was delighted to find they were just the thing for my baby. I feel justified in saying that Stuart's Dyspepsia Tablets saved my child's life.

MRS. W. T. DETHLOPE. Subscribed and sworn to before me this 12th day of April, 1897.

HENRY KARIS, Notary Public in and for Erie Co., N. Y.

For babies, no matter how young or delicate, the tablets will accomplish wonderful results in increasing flesh, appetite, growth. Use only the large sweet tablets in every box. Full sized boxes are sold by all druggists for 50 cents, and no parent should neglect the use of this safe remedy for all stomach and bowel troubles if the child is ailing in any way regarding its food or assimilation.

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LOOK FOR RISE IN PRICES

PRUNEGROWERS ABOUT SALEM IN NO HURRY TO SELL.

Realize That an Advance Would Be Something Unusual—Drivers Close Down.

SALEM, Or., Oct. 19.—Many prunegrowers were in the city today from all parts of the surrounding country. They report that the drying season is practically over, and most of the evaporators in the Rosedale district have closed down. That district is always later than other parts of Marion County, owing to the higher altitude. Growers say they are now offered only 3 1/2 to 4 cents for 40s, and that they are not selling at those prices. While they have learned by experience that prices seldom revive after they have once fallen, they believe that this year will prove an exception to the rule.

Daniel Webster, of Rosedale, said today that he believes the crop conditions warrant a higher price, and that it will yet be paid. He attributes the low price at present to the fact that many Eastern dealers lost money last season by purchasing prunes at too high a figure. The dealers will be more cautious this year. He thinks also that the disagreement between the growers and packers' associations in California has a bad effect on prices, for it leads the Eastern dealer to expect a cut in prices as a result of the disagreement. He does not believe in selling at present prices.

The perfect Fall weather which has prevailed during the last 29 days has been very beneficial to prunegrowers. The damage to the fruit has been much less than was feared, and by far the greater portion of the crop has been saved without injury. In fact, the amount of fruit lost by reason of the rains is of no consequence in comparison with the total yield.

\$14,000 Clean-Up.

BAKER CITY, Oct. 19.—J. W. Carr, of the Quebec mine, in the Alamo district, came in today with three gold bricks, the result of a 15 day's run. The value of the bullion was \$14,000. This is the first money that has been taken from the district.

TARIFF PROTEST SUSTAINED.

Coal is Allowed to Enter Hawaii Free of Duty.

NEW YORK, Oct. 19.—The classification board of United States Appraisers has just rendered a decision upon a protest arising out of the change of tariff laws and regulations in Hawaii, when that republic came under the jurisdiction of the United States. Alexander & Baldwin, of Honolulu, imported 500 tons of coal from Newcastle, N. S. W. The coal arrived aboard the schooner James Rolp, at the port of Mahukoua, Hawaii, June 8, 1900. The schooner arrived at Kihuli, June 12. The port of entry for the coal being Kihuli, the captain of the James Rolp went there and entered his vessel in accordance with the regulations of the Republic of Hawaii. The coal was also entered by representatives of the importers on June 12, 1900, and the Collector of that port, acting under the authority of the Hawaiian Republic custom laws, granted a permit for the landing of the coal.

Under the Hawaiian tariff, coal was exempt from duty. Before the coal was discharged, further orders were received by the captain of the schooner, instructing him to take the coal to Honolulu. June 14, 1900, the custom laws and regulations of the Hawaiian Republic were displaced by those of the United States going into force. Upon the schooner's arrival at Honolulu, the Collector there assessed the coal for duty at the rate of 6 cents per ton, under the provisions of the United States tariff act. The question at issue was whether the importation of the coal had been complete. The

Importers, in their protest, claimed free entry. The board sustained the protest.

Imports and Exports.

NEW YORK, Oct. 19.—The imports of dry goods and merchandise at the port of New York this week were valued at \$19,202,786; the imports of specie were \$14,575 gold and \$5,344 silver. The exports were \$14,575 gold and \$5,344 silver, aggregated \$11,915 in silver and \$20,000 gold.

Big Mining Consolidation.

CHEYENNE, Wyo., Oct. 19.—Today Barney McAffrey, the mining magnate, made the statement that his company, of which Willis George Emerson, of Denver, is a member, intended to consolidate all of the big mining interests in the Southern Carbon County country and connect them with the smelter at Grand Encampment.

Lake Tug Run Down.

DETROIT, Oct. 19.—The tug Christian, supposed to be from Toledo, O., with a crew of five men, Captain Harlow, was run down and cut in two by the steamer J. J. Albright tonight at the upper end of Groove lake, nine miles below this city. Three of the five men on the tug were drowned. Captain Harlow is supposed to be one of them.

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