LUMBER RATES UP

Demand for Tonnage Causes Advance of 50 Cents.

SAILERS NOT AVAILABLE

War Conditions Have Taken Many Vessels From Regular Coastwise Trade, Representing Capacity of 50,000,000 Feet.

Following the announcement last week that Coast lumber rates had automatically gone up 50 cents thousand feet, millmen wanting space being responsible largely in bidding for tonnage, there has been speculation as to what has become of the tonnage in service during the past few months. A year ago, when the first flurry passed in this country after the European war started, the larger vessels found a ready market in being chartered to take the place of many sent across the Atlantic with supplies. Since then almost any kind of a steamer has been taken, which could fill the bill.

There is not a schooner or barkentine in the coastwise lumber trade at this time, though in former years during normal business, a number of them traded between Grays Harbor, the Columbia River and California. Statistics have been compiled showing that the vessels lost to the regular coastwise lumber trade represented a total carrying capacity of 50,000,000 feet each trip.

Rates are $3.50 a thousand feet to San Francisco from northern ports and $4 to points south of there. It is thought in some quarters that the tendency of rates is to go higher during the next month. A year ago there had been little effect on the Pacific Coast because of the war, which began in August, and 13,482,051 feet were shipped to California, while for the month ending yesterday 11,125,000 feet were started for the South.

The following list of steamers indicates their present occupation, though all were formerly in the regular Coast lumber trade:

Redondo	Sold to Alaska Steamship Company
Hoquiam	Will lay up for the Winter
Tahoe	Will lay up for the Winter
Graywood	Lost
Fairhaven	Mexican trading
San Ramon	Mexican trading
St. Helens	Foreign trading
Grace Dollar	Foreign trading
Melville Dollar	Foreign trading
Stanley Dollar	Foreign trading
Henry T. Scott	Foreign trading
Daisy Freeman	Chartered for various trading
Edgar H. Vance	Foreign trading
General Hubbard	Foreign trading
George W. Fenwick	Foreign trading
Francis Hanify	Foreign trading
Solano	Mexican trading
Coaster	Mexican trading
Fort Bragg	Mexican trading
O. M. Clark	Mexican trading
Nann Smith	Foreign trading
Cricket	Atlantic Coast
Wm. Chatham	Foreign trading
Falcon	Foreign trading
Carlos	Atlantic Coast or foreign trading
Jim Butler	Atlantic Coast or foreign trading
Mary Olson	Atlantic Coast or foreign trading
Oliver Olson	Atlantic Coast or foreign trading
Olson & Mahony	Atlantic Coast or foreign trading
Rosalie Mahony	Atlantic Coast or foreign trading
Tallac	Foreign trading
Fair Oaks	Foreign trading
Chehalis	Foreign trading
John A. Hooper	Foreign trading
Willapa	Foreign trading
Alvarado	Foreign trading
Camino	Foreign trading
Navajo	Foreign trading
Paraiso	Foreign trading
Columbia	Foreign trading
Siskiyou	Atlantic Coast

ASTORIA SERVICE INCREASED

Harkins Line to Operate Undine and Lurline, Withdrawing Georgiana.

There will be a steamer from Portland to Astoria each morning during the Winter season in the Harkins Transportation Company's line and a steamer will depart from Astoria for Portland every evening but Sunday at 7 o'clock. The steamer Undine goes into permanent service Tuesday on the daily run and the steamer Lurline, now on that route, is to leave here Sunday, Tuesday and Thursday at 7 A. M., leaving Astoria Monday, Wednesday and Friday at 10 A. M. The steamer Georgiana, which has operated since the opening of the Summer season on a daily round-trip schedule, makes her last run today and will be laid up for the Winter.

Captain L. P. Hosford, manager of the Harkins fleet, made the announcement yesterday of the change which, with the O.-W. R. & N. service, will give the lower river the best Winter schedule in its history. The time of the Undine from Portland will be 7:45 o'clock in the morning and she will handle express, freight and passengers. The Lurline is to take care of heavy shipments and passengers as well, and her leaving time from Astoria is fixed at 10 o'clock, so as not to interfere with the steamer Harvest Queen, of the O.-W. R. & N. line, which starts up the river at 7 o'clock. The Queen leaves here at 8 o'clock at night, except Saturday.

CLAIM FOR RESCUE DENOUNCED

Master of Judith Says Port's Charge Will Not Be Paid.

ASTORIA, Or., Oct. 30.—(Special.)—The crippled Peruvian bark Judith is still lying in the stream and is leaking at the rate of two inches an hour, but the pumps keep her clear without difficulty.

Captain Bardi says the vessel must be taken to the wharf to discharge her cargo before repairs can be made, but he is communicating with the owners in Peru and will take no further action until he receives word from them. The barkentine will probably not be docked before Monday.

The salvage claim of the Port of Portland in the sum of $3000 for rescuing the Judith and towing her into port has been submitted, but Captain Bardi says it is exorbitant and he will not pay it. Another thing that bids fair to add to the complications is the report that the barkentine is insured only against a total loss, while the cargo is insured against damage.

COLUMBIA'S REPAIRS START

Damaged Steamer to Be Ready for Cargo in About Four Days.

Low water in the river, the gauge reading only nine-tenths above zero yesterday, which is an unusually "thin" stage, prevented the steamer Columbia, damaged Friday morning in a collision with the tug Daniel Kern, towing three rock barges, from being lifted on the Oregon drydock until early this morning, advantage being taken of the tide. A contract for repairing the vessel was yesterday awarded to the Willamette Iron & Steel Works by F. A. Ballin, representing the owners, and it is to be carried out on day-work basis. It is estimated that the vessel will be ready for cargo in four days.

Captain C. E. Allen, master of the Columbia, and Captain A. R. Pearson, who piloted her from Astoria to Portland, filed reports yesterday with United States Inspectors Edwards and Fuller covering the accident, and the officials fixed 9 o'clock tomorrow morning as the time of the investigation. No additional damage was found yesterday over that reported Friday night after an examination by Mr. Ballin. A force of men began work yesterday removing the plates that are to be replaced.

ECHO IS READY TO DEPART

Hugh Hogan, Towed by McCraken, Gets Under Way for Shanghai.

Longshoremen yesterday finished stowing lumber aboard the barkentine Echo for Melbourne, and she may get away tomorrow. The vessel sails in the service of the American Trading Company. While higher rates have been paid, since her engagement, 90 shillings promise to net her owners attractive dividends. The schooner Hugh Hogan left down yesterday in tow of the tug John McCracken. Her destination is Shanghai.

Lumber exports for October were 8,559,149 feet, valued at $78,030, and 11,125,000 feet went coastwise. Lumber exports last October were 9,620,000 feet, valued at $108,220. The coast fleet carried 13,482,051 feet that month.

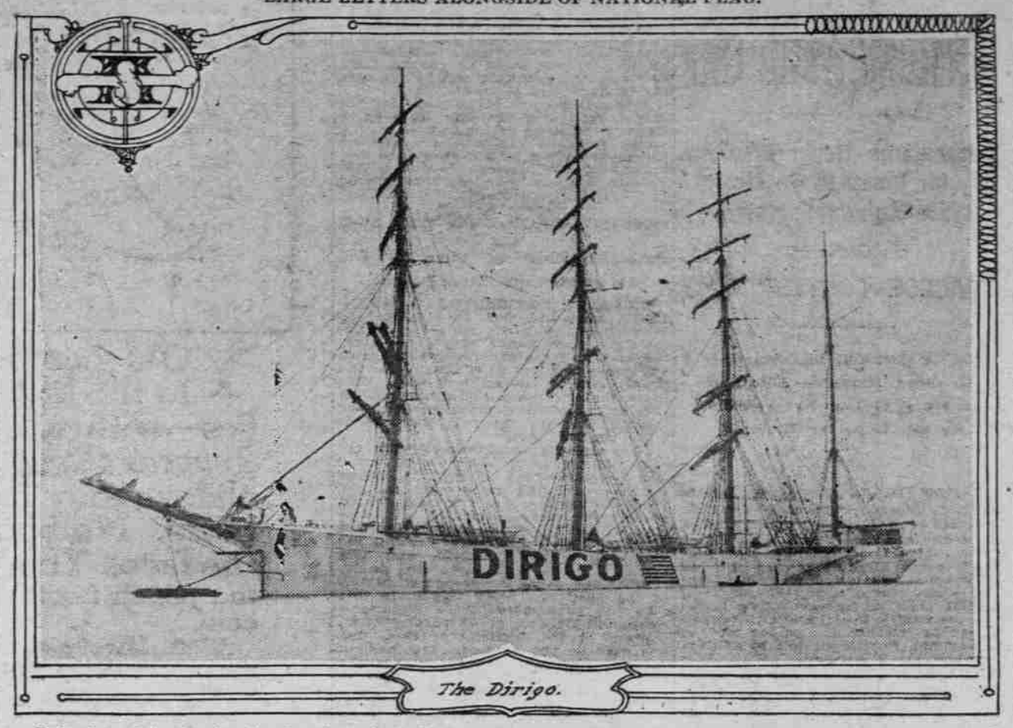
TURBINER WILL DRYDOCK

Northern Pacific to Leave Run Ten Days for Overhauling.

On the sailing of the steamer Northern Pacific for San Francisco yesterday it was given out that she would be taken out of service for cleaning and painting November 10 and that she will resume her run November 20. The Great Northern will maintain the schedule until the date of beginning the Honolulu service. The Northern Pacific had 1500 tons of cargo aboard and left some on the Flavel dock yesterday.

The Great Northern, due today, has 238 passengers and 235 tons of freight. There are aboard about 150 tons of merchandise, some of which is Christmas goods for merchants in Portland and other Northwest cities.

AMERICAN SAILOR LEAVING PUGET SOUND WITH FULL CARGO OF GRAIN EXHIBITS HAS NAME IN LARGE LETTERS ALONGSIDE OF NATIONAL FLAG.



The Dirigo.

Being bound for Sweden the American bark Dirigo, which sailed from Puget Sound Monday, had her name and the Stars and Stripes painted on both sides amidships, as notice to enthusiastic skippers of submarines that she belongs to a neutral country. The Dirigo is sailing in the G. W. McNear fleet and is one of a few Yankee square-riggers that have been included in the Northwest grain fleet since the outbreak of the European war.

HARBOR NEEDS STATED

OLYMPIA CHAMBER SUBMITS DATA TO GOVERNMENT ENGINEER.

$500,000 Sought From Congress for Deepening and Widening Channels to Accommodate Big Ships.

OLYMPIA, Wash., Oct. 30.—(Special.)—Voluminous data to show the need of appropriations by Congress at the coming session of $500,000 for the improvement of Olympia harbor, have been prepared by the Olympia Chamber of Commerce and forwarded to Colonel J. S. Cavanaugh, United States Engineer, who has been detailed to report upon the feasibility of the project. The improvement desired is the deepening of the main channel to accommodate deep water vessels of 30 feet draft, the widening of the channel to 1000 feet and the deepening of the south channel to accommodate offshore vessels.

Data gathered by the Chamber shows that within a territory bounded by a line drawn from Oakville, 24 miles west of Olympia; Meskill, 43 miles southwest; Napavine, 37 miles south, and Dupont, 17 miles north, lumber from inland mills can be handled to better advantage through Olympia than through Willapa Harbor, Grays Harbor, or any Columbia River or other Puget Sound port. Statistics showing the growth of the capital in the last 10 years and its potential commercial importance also are included.

P. H. Carlyon, State Senator, representing the O.-W. R. & N., which is completing its line into Olympia, has written a letter stating that his clients will build a 500-foot double track dock, with ample storage facilities, if the projected harbor improvement work is done.

Notice to Mariners.

Latest of the Bureau of Lighthouses publications contain the following information bearing on changes in aids to navigation in the Seventeenth Lighthouse District:

Columbia River entrance—Columbia Bar Dredging Range Lights discontinued, October 12. Formerly maintained by the U. S. engineers.

Juan de Fuca Strait—Neah Bay Gas and Whistling Buoy, 2.—Characteristic of light changed, October 15, to flashing red every 3 seconds, flash 0.3 second duration, of 120 candlepower. Without other change.

Marine Notes.

San Francisco advices quote John Rossiter, manager of W. R. Grace & Co., who has returned from New York, as saying that the company has purchased the Pacific Mail's fleet engaged in the Central and South American service.

What is said to be the first yellow pine log raft towed here arrived Friday night from Hamilton Creek, opposite Warrenton, in tow of one of the Shaver steamers. It contains 100,000 feet and was gotten out by the J. K. Logging Company. Oregon fir is commonly referred to as Oregon pine.

Superintendent Hoadley, of the Seventeenth Lighthouse District, has returned from an inspection trip up the Columbia as far as Crusher, where he passed on navigation aids in place and arranged to establish others. During this week old structures and lights will be overhauled and new ones placed.

To complete their cargoes with lumber the steamers Daisy Gadsby and Shasta went to Westport yesterday. The Wapama sailed for California with a number of passengers and full cargo.

If the Norwegian bark Musselcrag reaches here from Valparaiso in March she receives a rate of 92s 6d, and April loading is to net her 90 shillings. The vessel was chartered Friday by Strauss & Co. She is on the way from Leith for the West Coast harbor.

News from the Canal zone is to the effect that the British steamers Volga and Snowdonian, wheat laden from Portland, got under way from Balboa for the United Kingdom Friday by way of the Straits of Magellan.

Bringing 850 tons of cargo, most of which is merchandise, the Parr-McCormick steamer Celilo is due today.

A. B. John, who was here looking after the dispatch of the British steamer Queen Maud in the interests of James Wardle & Co., left last night with Mrs. John aboard the vessel for Australia.

On her way to the West Coast from Portland the steamer Melville Dollar arrived at San Francisco at 6 o'clock yesterday morning.

MARINE INTELLIGENCE.

Steamer Schedule.

DUE TO ARRIVE.

Name.	From	Date.
Beaver	Los Angeles	In port
Santa Clara	San Francisco	Oct. 31
Great Northern	San Francisco	Oct. 31
Roanoke	San Diego	Oct. 31
F. A. Kilburn	San Francisco	Nov. 1
Northern Pacific	San Francisco	Nov. 3
Rose City	Los Angeles	Nov. 4
Geo W. Elder	San Diego	Nov. 7
Bear	Los Angeles	Nov. 8

DUE TO DEPART.

Name.	For	Date.
Wapama	San Diego	Oct. 30
Santa Clara	San Francisco	Oct. 31
Multnomah	San Diego	Nov. 1
Great Northern	San Francisco	Nov. 1
Beaver	Los Angeles	Nov. 2
F. A. Kilburn	San Francisco	Nov. 3
Roanoke	San Diego	Nov. 3
Northern Pacific	San Francisco	Nov. 4
Rose City	Los Angeles	Nov. 4
Geo. W. Elder	San Diego	Nov. 10
Bear	Los Angeles	Nov. 12
J. B. Stetson	San Diego	Nov. 13
Klamath	San Diego	Nov. 15

Portland-Atlantic Service.

DUE TO ARRIVE.

Name.	From	Date.
Santa Cecelia	New York	Dec. 6
Iowan	New York	Dec. 11
Panaman	New York	Dec. 23
Kentucklan	New York	Feb. 5

DUE TO DEPART.

Name.	For	Date.
Santa Cecelia	New York	Dec. 10
Iowan	New York	Dec. 14
Panaman	New York	Dec. 26
Kentucklan	New York	Feb. 9

Movements of Vessels.

PORTLAND, Oct. 30.—Arrived—Steamers W. F. Herrin, from Monterey; Japanese steamer Hokoku Maru, from Adelaide. Sailed—Steamers Wapama, for San Pedro via San Francisco; Shasta, for San Pedro via Westport; Daisy Gadsby, for San Francisco via Westport; Stanley Dollar, for Valparaiso; British steamer Queen Maud, for Sydney; Schooner Hugh Hogan, for Shanghai; steamer W. F. Herrin, for San Francisco.

Astoria, Oct. 30.—Arrived at 1:30 and left up at 10 A. M.—Japanese steamer Hokoku Maru, from Adelaide. Sailed at 2:15 P. M.—Steamer Northern Pacific, for San Francisco.

San Francisco, Oct. 30.—Sailed at 3 A. M.—Steamer Santa Monica, for Columbia River. Arrived at 6 A. M.—Steamer Melville Dollar, from Portland, for West Coast. Sailed at 7 A. M.—Steamer Yosemite, for Portland. Arrived at 8 A. M.—Steamer Geo. W. Elder, from Portland for San Diego via way ports. Arrived—Steamer Doris, from Portland. Sailed at 11 A. M.—Steamer Great Northern, for Flavel. Sailed at noon—Steamer F. A. Kilburn, for Portland via way ports. Oct. 29.—Sailed at 10:30 P. M.—Steamer Johan Poulsen, for Portland.

Coos Bay, Oct. 30.—Sailed at 7 A. M.—Steamer Santa Clara, from San Francisco and Eureka for Portland.

Arica, Oct. 29.—Arrived—Steamer Edgar H. Vance, from Portland via way ports.

Balboa, Oct. 29.—Sailed—British steamers Snowdonian and Volga, from Portland for United Kingdom via Magellan.

Seattle, Oct. 30.—Arrived—Steamers Bee, from San Francisco; Prince Rupert, British, from Prince Rupert. Sailed—Steamers Admiral Schley, for San Francisco; Prince Rupert, British, for Prince Rupert.

San Francisco, Oct. 30.—Arrived Steamers Panama Maru, Japanese from Hongkong; Melville Dollar, from Astoria; Geo. W. Elder, from Portland; Doris, from Columbia River; Lyman Stewart, from Port Angeles. Sailed—Steamers Great Northern, Santa Monica, for Astoria; China, for Hongkong; President, for Seattle; San Jacinto, for Grays Harbor; Yosemite, F. A. Kilburn, for Portland.

Marconi Wireless Reports.

All positions reported at 8 P. M. October 30, unless otherwise designated.

St. Helens, Caleda Buenos for San Francisco, 677 miles south of San Francisco.

Newport, San Francisco for Balboa, 1373 miles south of San Francisco.

Northland, San Pedro for San Francisco, 20 miles west of San Pedro.

Speedwell, San Francisco for San Pedro, 258 miles south of San Francisco.

Queen, San Francisco for San Pedro, five miles west of Point Firmin.

Honolulu, San Pedro for Charleston, S. C., 1860 miles south of San Pedro.

Rose City, San Pedro for San Francisco, 15 miles east of Point Conception.

Porter, Point Wells for San Francisco, 660 miles north of San Francisco.

Atlas, towing barge 91, Richmond for Portland, 20 miles north Yaquina Head.

Santa Clara, Coos Bay for Portland, 40 miles south of Columbia River.

Celilo, San Francisco for Portland, 25 miles south of Columbia River.

Roanoke, San Francisco for Portland, 147 miles south of Columbia River.

Grace Dollar, San Francisco for Tacoma, 505 miles north of San Francisco.

Klamath, Portland for San Francisco, 10 miles south of Yaquina Head.

Chanslor, Monterey for Everett, 627 miles north of Monterey.

Lurline, Honolulu for San Francisco, 1138 miles out, October 29.

El Segundo, Richmond for Kahului, 1288 miles from Richmond, October 29.

Manoa, San Francisco for Honolulu, 915 miles out, October 29.

Hyades, Seattle for Honolulu, 876 miles from Cape Flattery, October 29.

Buck, Honolulu for Seattle, 931 miles from Honolulu, October 29.

Pesquiefra, Seattle for Honolulu, 635 miles from Cape Flattery, October 29.

Kilburn, San Francisco for Eureka, 45 miles north of Point Reyes.

Arcilite, San Pedro for San Francisco, off Point Sur.

Yosemite, San Francisco for Portland, off Point Arena.

President, San Francisco for Seattle, 45 miles north of Point Reyes.

Bear, Portland for San Francisco, 37 miles north of Point Arena.

Great Northern, San Francisco for Flavel, eight miles north of Blunt's Reef.

Adeline Smith, San Francisco for Coos Bay, five miles north of San Francisco.

China, San Francisco for Orient, 42 miles from San Francisco.

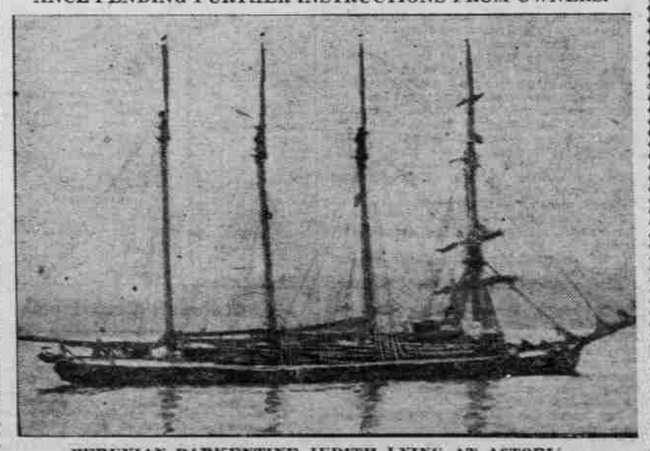
Drake, Richmond for Seattle, 360 miles north Richmond.

Governor from Victoria, off Cape Blanco.

Tides at Astoria Sunday.

High.	Low.
7:28 A. M.....6.3 feet	0:36 A. M.....1.2 feet
6:26 P. M.....6.7 feet	1:00 P. M.....4.2 feet

REPAIRS TO DAMAGED WEST COAST VESSEL HELD IN ABEYANCE PENDING FURTHER INSTRUCTIONS FROM OWNERS.



PERUVIAN BARKENTINE JUDITH LYING AT ASTORIA.

Captain Bardi, of the Peruvian barkentine Judith, towed into Astoria Wednesday in a waterlogged condition following an all-night battle by the tug Waliula to hold on to the ship, has countermanded an order to shift the vessel from the stream to a dock to discharge her deck cargo as a means of facilitating repairs. It is supposed the delay in getting the vessel ready for sea hinges on an understanding between the owners of the Judith and those of the lumber cargo.

TEST IS OMITTED

Qualified Sailors Need Not Take Examination.

DECK SERVICE SUFFICES

Local Inspectors Receive Instructions From Washington Which Modify Interpretation Placed Upon Seaman's Law.

As November 4 approaches, the date fixed for the new seamen's law to apply to American vessels, official Washington appears to be discarding many of the restrictions originally woven about the measure, some of which promised to tie Government steamboat inspectors in their offices for many moons in trying to straighten out entanglements.

The most recent verdict from Inspector-General Uhler, of the United States Steamboat Inspection Service, reaching Inspectors Edwards and Fuller yesterday, is that men who have had three years' experience on the Great Lakes or at sea are not required to undergo a practical examination in the work of a sailor, such as boxing the compass, splicing, lowering and pulling a boat, and such things.

There were about 70 men here ready to undergo the new ordeal, all having made formal application for examination, but only one who has applied admits less than three years' service, he having been before the mast 12 months, so examinations that were to have taken place at 10 o'clock tomorrow aboard the cruiser Boston have been given up and the lone applicant will be sent through his paces later.

Another telegram reaching here yesterday, received by Collector of Customs Burke from the Department of Commerce, eliminates the language test in certain cases, the message reading as follows:

"No examination under language test is required by section 13 of the seamen's act or by the department regulations if the Collector of Customs is satisfied upon statement of master or otherwise that his crew fulfills requirements of section 13. It is sufficient if the collector thinks a muster is necessary or is required to have one made on complaint. Then department circular 265 must be followed, it being specially noted that obedience to orders given by their officers in usual line of duty is the test required."

Shipping men are waiting the outcome of the enforcement of the law as to equipment to be carried on vessels. Notice has been given that the provisions will be enforced to the letter, and marine men declare that in some cases it will mean steamers will be virtually smothered with lifeboats and must carry much more boatage than will be required, as they are equipped at present on a basis of 10 cubic feet of boatage for each person carried.

News From Oregon Ports.

COOS BAY, Or., Oct. 30.—(Special.)—The steamship Santa Clara due to sail for Portland last night at 6, left port today at 6 A. M.

The dredge Seattle, belonging to the Puget Sound Bridge & Dredge Company, is being prepared for being towed to her home port next Wednesday. The Seattle did over $650,000 worth of dredging in Coos County.

The steamship Kilburn, steamer Adeline Smith and steam schooner Hardy are due on Coos Bay Monday.

ASTORIA, Or., Oct. 30.—(Special.)—Completing her cargo of lumber at Knappton, the steam schooner Daisy sailed for San Francisco.

Having completed her cargo of lumber at Rainier, the steam schooner Klamath sailed for San Pedro.

Carrying a capacity load of freight and a fair list of passengers, the steamer Northern Pacific sailed for San Francisco.

The Japanese steamer Hankoku Maru arrived after an uneventful run from Adelaide Australia, and is under charter to Balfour, Guthrie & Co., to load at Portland for the Orient.

STEAMER CHINA SAILS

American-Chinese to Compete at Sea With Japanese.

OREGONIAN NEWS BUREAU, Washington, Oct. 30.—The Japanese are not to have a monopoly of trans-Pacific shipping, according to the Department of Commerce, but soon will meet active Chinese competition. Recent reports to the Department of Commerce indicated that the Japanese, being virtually in control, intended to operate their ocean liners primarily for the benefit of Japanese trade, and that it was their purpose, when more freight was offered than could be handled, to give first preference to goods shipped from or to Japan, leaving behind Chinese and other Oriental shipments. The announcement of the formation of a new Chinese company, as made by the Department of Commerce, says:

The China Mail Steamship Company, financed wholly by Chinese in the United States, has been organized on the Pacific Coast, for traffic between San Francisco and China. A telegram from Commercial Agent E. G. Babbitt, at San Francisco, to the Bureau of Foreign and Domestic Commerce, announces that the former Pacific Mail liner China, which has been secured by the new company, will inaugurate the service with a sailing today.

Mr. Babbitt reports that the capital of the China Mail Steamship Company is $2,100,000. Besides acquiring the China the company is said to hold options on other steamships. Mr. Look Tin Eli, president of the Canton Bank of San Francisco, has been active in the negotiations that preceded the formation of the China Mail Company. The original plan called for the co-operation of Chinese on both sides of the ocean. San Francisco Chinese, however, have intimated that they preferred to have the project financed in this country.

Columbia River Bar Report.

NORTH HEAD, Oct. 30.—Condition of the bar at 4 P. M.: Sea rough; wind southeast 56 miles.

TRAIN BUCKLES INTO CREEK

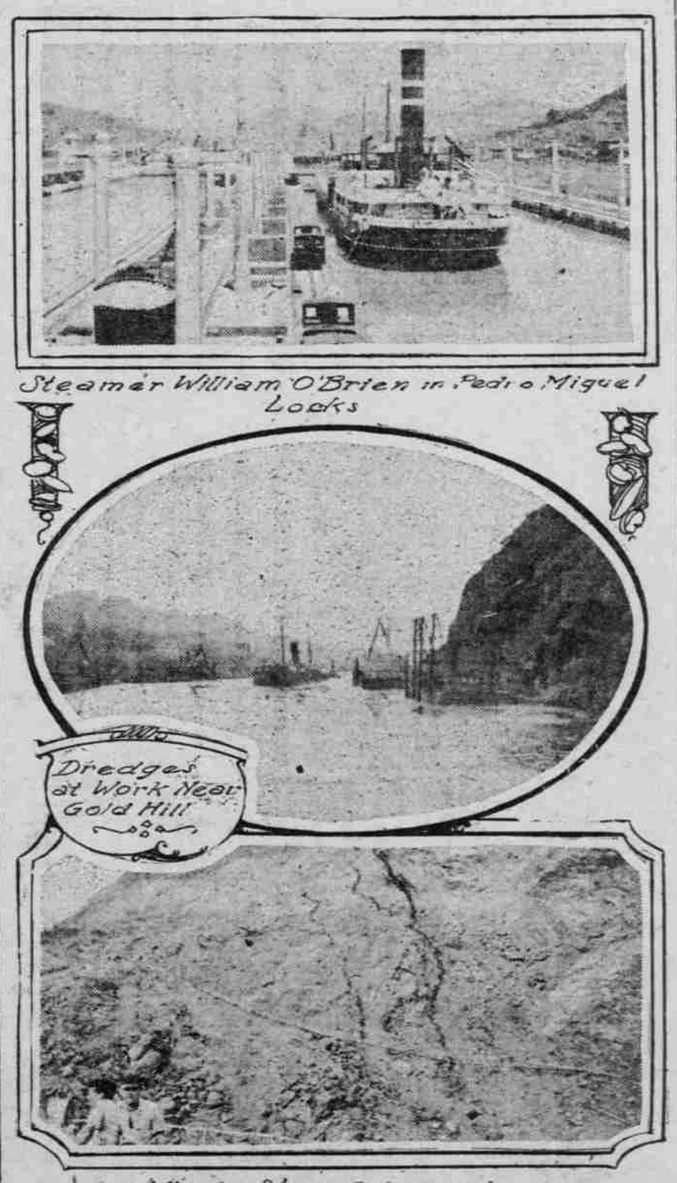
Eleven Empty Freight Cars Plunge From Tacoma-Aberdeen 'Flyer.'

ABERDEEN, Wash., Oct. 30.—(Special.)—Eleven empty cars attached to the Milwaukee fast freight from Tacoma to Aberdeen plunged into Decatur Creek, near Saginaw, 26 miles east of here, at 5 o'clock this morning and now lie there in a mass of wreckage 20 feet high. Traffic will be inconvenienced for probably two days, and meanwhile passengers are being transferred around the wreckage.

Freight trains of the O.-W. R. & N. road and the Milwaukee road are coming part of the way into Grays Harbor on the Northern Pacific tracks. A brake-beam is believed to have knocked one freight car's trucks off the track, and when this car struck the bridge the cars jackknifed and plunged into the ravine, carrying the bridge with them. No one was injured as far as known.

Western river banks are protected from erosion by mattresses of willows held down by weights of stone.

MARSHFIELD WOMAN USES CAMERA FOR RECORD OF STEAMSHIP VOYAGE.



MARSHFIELD, Or., Oct. 30.—(Special.)—A Marshfield woman, Mrs. F. J. Cattrall, wife of Chief Engineer Cattrall, of the new steamer William O'Brien, accompanied the vessel, which had delivered an Eastern cargo at Puget Sound and returned through the Canal with Puget Sound lumber one week before the enormous Gold Hill slide in September, which blocked the waterway. On the journey through the Canal, Mrs. Cattrall worked her camera incessantly, and obtained many fine views of the Canal and adjoining places of interest, which she forwarded to Marshfield with stories of her experiences.

Mrs. Catrall will make her home in Florida for the Winter, since her husband will be engaged between the Florida coast and New York City on the steamer O'Brien, which belongs to a fruit firm owning a large line of steamships. In writing home Mrs. Cattrall said the crew of the William O'Brien felt they had been very fortunate to reach the Canal before the slide, as the congestion, even when the waterway is again opened, will prevail for several weeks, as it is estimated there will be more than 300 vessels waiting to be locked through when the dredgers have the way cleared.

PAPER IS SHIPPED

British Steamer Queen Maud Leaves for Australia.

CARGO IS FIRST TO GO

Belief Is Held That Regular Service Has Begun—Portland Cereal Trade for October Leads Sound by 147,398 Bushels.

With the first lot of paper that may be included among the regular exports from Portland for Australia, the British steamer Queen Maud, sailing in the service of James Wardle & Co., of Melbourne, got away last night with cargo for Sydney and Melbourne. Paper freight alone, amounting to 1650 tons, was valued at $74,250, and other shipments increased the valuation to $79,500.

In the way of lumber the vessel took cargo measuring 91,000 feet, valued at $910, with 1120 bundles of shingles at $490 and two crates of doors appraised at $10, completed the lumber list. In addition there were 640 cases of salmon, listed at $3840. There are two other steamers listed from Australia for San Francisco in the same service, but it has not been determined whether they will make Portland. The Queen Maud had considerable cargo that was taken on at San Francisco, and it is assumed in some quarters that she may be the leader of a fairly regular service.

Other Interests Look In.

There are other interests looking to the Portland field as a desirable connection with an Australian line, and if that is determined on the first vessel is to be here early next year.

Another steamer entered the river yesterday, the Japanes tramp Hokoku Maru, which hails from Adelaide and is under engagement to Balfour, Guthrie & Co. to load cereal for the United Kingdom. She is of 3124 tons net register, and on reporting here last night ended a long voyage, which began at New York June 29. She steamed by way of St. Vincent and Port Natal to Fremantle and Adelaide.

The departure of the Norwegian ship Nordsee yesterday for London, loaded with wheat, and the steamer Stanley Dollar getting away for South America with wheat and fluor cleaned up cereal tonnage for the month, which closed with a total wheat movement to foreign and domestic ports of 1,523,596 bushels, a falling off as compared with 2,267,063 bushels handled for the same month last year. The principal difference was in the European exports, 836,611 bushels being dispatched, while last October the total was 1,462,260 bushels.

Canal Delays Ships.

The failure to make a better showing was due to the closing of the Panama Canal, as there is considerable tonnage on the way around that would have loaded here during the month. There was a slight decrease in South African and in the California deliveries. For the season Portland has floated 4,770,347 bushels, and for the same period last year the showing was 4,706,737 bushels. Flour shipments for the month to all ports were 87,695 barrels, and for the corresponding month last year were 87,784 barrels. So far this season 302,033 barrels have been dispatched, and last October there had been 256,837 barrels.

Puget Sound wheat shipments were 802,977 bushels, and a year ago were 1,704,047 bushels. For the season that district has floated 2,632,460 bushels, and the first four months of the preceding season was credited with 3,532,634 bushels. Flour cleared on Puget Sound reached 221,744 barrels, a gain over last October, when 221,392 were loaded. Wheat and flour shipments for the Northwest for October, flour reduced to wheat measure, aggregated 3,749,048 bushels, of which Portland shipped 1,048,223 bushels, leading Puget Sound by 147,398 bushels.

DAILY METEOROLOGICAL REPORT.

PORTLAND Oct. 30.—Maximum temperature 57 degrees; minimum 48 degrees. River reading 8 A. M., 0.9 foot; change in last 24 hours, 0.3 foot; fall Total rainfall (5 P. M. to 5 P. M.), .06 inch; total rainfall since September 1, 2.47 inches; normal rainfall since September 1, 3.37 inches; deficiency of rainfall since September 1, 2.90 inches. Total sunshine, 30 minutes; possible sunshine, 10 hours 12 minutes. Barometer (reduced to sea level), 5 P. M., 30.04 inches.

THE WEATHER.

STATIONS	Maximum temp	Precipitation past 24 hours	Wind Velocity	Wind Direction	State of Weather
Baker	50	0.00	..	N	Cloudy
Boise	60	0.00	..	NW	Cloudy
Boston	58	0.00	14	W	Pt. cloudy
Calgary	48	0.10	12	NW	Cloudy
Chicago	62	0.00	14	S	Clear
Denver	70	0.00	..	E	Cloudy
Des Moines	76	0.00	..	S	Pt. cloudy
Duluth	56	0.00	14	NE	Clear
Eureka	56	0.00	..	NW	Clear
Galveston	54	0.00	..	SE	Clear
Helena	60	0.00	18	W	Pt. cloudy
Jacksonville	82	0.00	14	NE	Clear
Kansas City	82	0.00	20	S	Clear
Los Angeles	76	0.00	..	SW	Clear
Marshfield	56	0.01	..	SW	Cloudy
Medford	58	0.00	..	N	Pt. cloudy
Minneapolis	70	0.00	22	S	Pt. cloudy
Montreal	48	0.04	24	NW	Pt. cloudy
New Orleans	82	0.00	..	N	Clear
New York	54	0.00	48	NW	Clear
North Head	54	0.18	56	SE	Rain
North Yakima	58	0.00	10	SW	Cloudy
Phoenix	88	0.00	..	SW	Clear
Pocatello	66	0.00	..	SW	Cloudy
Portland	57	0.06	..	S	Cloudy
Roseburg	58	0.00	..	S	Cloudy
Sacramento	70	0.00	..	S	Clear
St. Louis	76	0.00	24	SE	Clear
Salt Lake	70	0.00	..	NW	Clear
San Francisco	62	0.00	14	W	Clear
Seattle	52	0.10	12	SE	Rain
Spokane	50	0.00	..	SW	Cloudy
Tacoma	54	0.08	..	S	Rain
Tatoosh Island	52	0.72	30	E	Rain
Walla Walla	56	0.00	..	SW	Cloudy
Washington	62	0.00	..	NW	Clear
Winnipeg	58	0.00	14	E	Pt. cloudy

WEATHER CONDITIONS.

A storm of considerable energy is approaching Vancouver Island and southeast warnings for same were ordered at the mouth of the Columbia River at 2:30 P. M. and extended to the remaining seaports in Western Washington at 5:30 P. M. Late this afternoon a maximum wind velocity of 40 miles southeast occurred at North Head. Wash. Light rain has fallen along the Oregon Coast and in Western Washington, Lower Lake Region and New England States. It was snowing at 5 P. M. at Barkerville, B. C.

Conditions are favorable for rain Sunday in Western Oregon, Washington and Northern Idaho. The weather will be cloudy and threatening over Sunday in Eastern Oregon and Southern Idaho.

FORECASTS.

Portland and vicinity: Sunday, rain; fresh southerly winds.

Oregon: Sunday, rain west, cloudy and threatening east portion; high southerly winds along the north coast and increasing southerly winds interior.

Washington: Sunday, rain; fresh southerly gale along the Coast and moderate southerly gale interior west portion.

Idaho: Sunday, cloudy and threatening, with rain north portion.

EDWARD A. BEALS, Forecaster.

United Cigar Man Leaves.

J. Wolfman, who has been in charge of the United Cigar Company's chain of stores in this city during the past 17 months, has been promoted and in future will have charge of the field which includes Oakland, San Jose, Stockton, Sacramento and Fresno, Cal. Mr. Wolfman will make his headquarters at Oakland and will leave here for that city Monday.