

\$2.00 WALKING HATS \$1.00

How do we do it?
Perhaps the story would interest you, and perhaps it wouldn't; but the hats themselves are bound to.

The A. Dunbar Co.

Special Sale this Week—Tam O'Shanter Caps 25 cents Each While They Last.

THE MORNING ASTORIAN

TELEPHONE 661.

All contracts for advertising in the Astorian are made on a guarantee of circulation four times larger than that of any paper published or circulated in Clatsop county.

TODAY'S WEATHER.

PORTLAND, Oct. 14.—Western Oregon, showers; Washington, showers; Eastern Oregon, probably fair today.

AROUND TOWN.

John Park, of Pendleton, was in the city yesterday.

Judge Gray was in Ilwaco yesterday on business.

Bar report: Wind, south, light; foggy; bar, smooth.

H. A. Abbott, of Warrenton, was in the city yesterday.

F. J. Goodrich, of Brookfield, was in the city yesterday.

G. McFarland, of Olney, was in Astoria on business yesterday.

H. E. Bickers, of Salem, is registered at the Occident.

Mrs. P. W. Ellis, of Seaside, was visiting in the city yesterday.

R. Titus, of John Days, was in Astoria on business yesterday.

Captain George C. Flavel returned to Portland yesterday morning.

Mr. Moore, of Knappa, came over on the Callender yesterday.

W. L. Pulliam and wife, of Mayagers, are guests at the Occident.

F. R. Stokes returned yesterday from a business trip to Portland.

Thomas Dorris was down from Cathlamet on business yesterday.

Best 15-cent meal, Rising Sun Restaurant, 612 Commercial street.

Jeff's restaurant—the largest and best. A trial will convince you.

Mrs. Dan Barber has sufficiently recovered to be able to be about.

J. E. Davis, of Astoria, ex-justice of the peace of Portland, is in that city.

Frank Spittle returned last evening from a business trip of several days in Portland.

Gustave Wilson, Swedish vice-consul at Portland, was in Astoria yesterday on business.

The steam schooner Fulton arrived in at 5:20 yesterday afternoon from San Francisco.

The steam schooner Despatch from San Francisco, in ballast, arrived yesterday morning.

The Penthesilea has her crew now completed and is getting in readiness to leave out tomorrow.

Mr. Kinney, of the Clatsop mill, was at Ilwaco yesterday scaling a lot of logs there for the mill.

The steamer Sue H. Elmore left out yesterday morning for Tillamook, with a full cargo of freight.

Ole Olsen, formerly secretary of the Columbia River Fishermen's Protective Union, has returned from Alaska.

Dr. Frank Vaughn, a graduate of the University of California, has purchased the dental office of Dr. H. A. Smith.

August Kanto, a native of Finland, declared his intention of becoming a citizen before the county clerk yesterday.

BEST 15-CENT MEAL; RISING SUN RESTAURANT.

Arrangements are being made for the grand closing rally of the Republican campaign in Jackson county, at Astoria, Monday evening, November 5th. The speaker of the occasion will be Hon. C. W. Fulton.

The British ship Portia cleared at the custom house yesterday with 76,372 bushels of wheat, valued at \$43,500. She is bound for Queenstown or Palmyra for orders and will probably leave out today.

John L. Carlson, Eugene Brock, J. H. Hanthorn and Brick Johnson, with ten fishermen and twenty Chinamen, returned yesterday from Taku Inlet, Alaska, where they have been operating a cannery for the Taku Packing Company.

County Superintendent Lyman attended the closing exercises of district school on Friday. The teacher is Miss Mary C. Kavanagh. There was a full attendance of scholars and visitors and a very interesting program was rendered.

Judge Sears has dismissed the \$10,000 damage suit, brought by Peter Grant against Captain A. Batchelder, of the ship Cedarbank, at the request of the plaintiff. Grant was arrested on a warrant issued in the municipal court on a charge of attempting to entice sailors away from the boat and the captain afterwards discovered that he had been mistaken. The damage suit followed, and its dismissal is a part of the agreement between the boarding-house men and the sea captains.

Crean Pure Rye, America's finest whisky. The only pure good quality guaranteed rich and mellow. JOHN L. CARLSON, Sole Agent.

L. E. Rockwell, D. D., presiding elder of the Portland district M. E. church, was in the city yesterday the guest of Rev. I. Pearl.

Arthur D. Marshall, clerk in the office of the auditor of the A. & C. R. R., has filed his resignation to take effect on the 1st of November.

Claud H. Hanthorn who has been in Alaska for the past two months returning a launch for the Taku Packing Co. has returned home.

Mr. Mansur, of the Knappa mills, is at the hospital, where he is receiving treatment for a quite severe attack of kidney trouble.

Editor Davis, of the St. Helena Mist, was in the city yesterday on his way to Seaside for Sunday. He was accompanied by Mrs. Davis.

A dance will be given by the Foresters of America on Wednesday evening, October 23, at Ford and Stokes' hall. Tickets 75c; ladies with escort free.

Astoria visitors to Portland can obtain copies of the Daily Astorian at the news stands of B. B. Rich, Fifth and Morrison streets and Hotel Portland.

Manager Selig went to Portland last evening to confer with Manager Harrison of the San Francisco regarding the booking of several attractions for the coming season.

Presiding Elder L. E. Rockwell, D. D., will preach at Hammond, today at 11 a. m. Seaside in the evening and hold quarterly conference at Warrenton on Tuesday evening.

Senator Fulton will speak at Grants Pass on the evening of the 3rd, which will be made the occasion of the closing rally on the part of the Republicans of Josephine county.

For Rent—Newly furnished rooms, with or without board, in private dwelling. Apply Mrs. J. A. Hills, formerly of Seaside, at 647 Franklin avenue, cor. Fifteenth St.

The Handball Club elected officers recently and decided to install a gas heater so as to enable those of the members who so desire to get a hot shower bath after exercising.

There will be services both morning and evening at the Congregational church today. Preaching by the new pastor, Rev. F. E. Dell. Sunday school after the morning sermon.

Mrs. W. G. Anderson and Master Walter Anderson arrived from San Francisco on the State on a visit to Mrs. Anderson's mother, Mrs. C. Norton, and sister, Miss Norton.

Dr. W. C. Logan has returned from Portland, where he has been for the past week in attendance upon the meeting of the state board of dental commissioners of which he is a member.

Harry Twilight, who suffered such serious injury at Warrenton Thursday evening and is now in the hospital here, was reported last night to be resting very comfortably and on a fair way to recovery.

Arrangements are being made for the grand closing rally of the Republican campaign in Jackson county, at Astoria, Monday evening, November 5th. The speaker of the occasion will be Hon. C. W. Fulton.

The British ship Portia cleared at the custom house yesterday with 76,372 bushels of wheat, valued at \$43,500. She is bound for Queenstown or Palmyra for orders and will probably leave out today.

The gasoline schooner Anita, which recently had the encounter with the sand bar at Neah, necessitating the removal of her cargo before she could be floated, is now at the port yesterday afternoon with a full cargo of salmon and cheese.

The pile driver of N. Clinton & Son was moved last night yesterday where it was placed in position for the driving of the piles for the foundation of the addition to the store of Ross, Higgins & Company. The work will be commenced tomorrow.

Rev. I. Pearl will preach his last sermon this evening and leave for his new field of labor the latter part of the week. Subject will be "Choice Affair: Character, Domestic Happiness, Prosperity and Destiny." Mrs. Will Kinney will sing a solo in the evening.

Quite a number of large whales were seen by passengers on board the steamer Nabocotta from Ilwaco yesterday afternoon while off Chinook and Carborough head. They were large fellows, sixty or seventy feet long, and seemed quite regardless of the steamer's presence.

Messrs. Seefeldt and Phillips went out to Greenwood yesterday to view the monument of the late Jack Williams that has been erected at that place. The unveiling of the monument will take place on Saturday, October 20, and will be conducted by the local order of Red Men.

Judge Dell Stuart of Portland delivered an address before the Jefferson Club last evening. The judge has a quiet, argumentative manner of speaking which is very effective and called forth enthusiastic applause from a fairly large audience gathered at the club's headquarters.

Several of the bar pilots were engaged yesterday in making soundings of the channel and around the wharf at the quarantine station. They were on the steamer Electric and will continue their work and chart the river at that point and submit a report to be used in connection with Dr. Hanks' report on the opening of the new station.

The ladies of the Catholic church are busily engaged with the preparation of a church fair which will open on October 25, to continue for three days. There will be a large display of both fancy and useful articles for sale at the various booths. Refreshments will also be served during the day and a supper every evening. An excellent musical program will be rendered daily and a general good time is promised to all who attend.

The statement that appeared in the Budget yesterday to the effect that Col. Fife while in the city received no attention from the local Republican club was entirely erroneous and misleading. Upon Col. Fife's arrival in the city on Thursday he was entertained by the regular Republican club as well as by the Young Men's Republican club, and during his entire stay in the city the Republicans took care to see that every courtesy was extended to him. The statement was either seriously misinformed or else purposely misstated the facts in the case.

The British ship Orealia, which has been lying in the river west of the month as a direct result of the difficulty between the shipowners and the sailor boarding-house men, has finally ended her troubles and crossed out at 3:30 o'clock yesterday afternoon. One man deserted night before last by jumping overboard and swimming to a small boat that was waiting for him but no special effort was made to recapture him. The ship is now being it good riddance. The captain is a bright young fellow and made many friends during his enforced detention at this port.

George McClean, the erstwhile "Prince of Kickers" in the Oregonian office, is in the city on his way to the beach for a brief sojourn. Arriving down on the train last night he proceeded at once to the Occident hotel. The genial clerk requested him to register, and George, through force of habit, registered a kick instead of registering his name on the book usually given to the hotel for that purpose. It is stated on reliable authority that George was at one time a medicine-man for a tribe of Kickapoo Indians and this, to a great extent, accounts for his inordinate desire for kicking.

The British ship Highfields is reported to have been chartered to load bags at Calcutta for San Francisco. This is the first ship for 1901 for the Pacific coast. There is a scarcity of sailing tonnage at Calcutta, and it is possible that the Highfields will be the only sailing vessel to bring bags to the coast this season. A Portland firm has been endeavoring to secure a vessel for Calcutta loading for December or January, but up to date nothing has been secured. In all probability the bags for next season will be brought to Hong Kong and Japanese ports, and from there sent across the Pacific by the regular steamer line, which will force the price of grain bags up several points.

No spot grain charters have been reported during the past week. The Halewood is still at this port without a charter, and her owners are holding out for \$25 6d. The Melanope is holding down the disengaged list at San Francisco. A portion of the time, however, she has been off the market. Better than 40s has been offered for the Melanope. There is a goodly number of vessels, chartered prior to arrival, on hand, and there is considerable activity in the market. For lumber prompt loading at Northern ports, rates are as follows: Sydney, 51s 3d; Melbourne, 49s 6d; Adelaide, 70s; Port Urie, 55s 6d; Fremantle, 70s; Geelong, 71s 6d; West Coast, 62s 6d; Pisagua range; Callao direct, 61s 3d; Buenos Ayres, 70s 7 1/2d; Hong Kong, 62s 6d; Shanghai, 65s; New Canton, 70s; Vladivostok, 65s; Kiao Chou, 70s; Nagasaki, Taku, 70s; South Africa, 75s; U. K., 81s 6d.

The British ship Highfields is reported to have been chartered to load bags at Calcutta for San Francisco. This is the first ship for 1901 for the Pacific coast. There is a scarcity of sailing tonnage at Calcutta, and it is possible that the Highfields will be the only sailing vessel to bring bags to the coast this season. A Portland firm has been endeavoring to secure a vessel for Calcutta loading for December or January, but up to date nothing has been secured. In all probability the bags for next season will be brought to Hong Kong and Japanese ports, and from there sent across the Pacific by the regular steamer line, which will force the price of grain bags up several points.

No spot grain charters have been reported during the past week. The Halewood is still at this port without a charter, and her owners are holding out for \$25 6d. The Melanope is holding down the disengaged list at San Francisco. A portion of the time, however, she has been off the market. Better than 40s has been offered for the Melanope. There is a goodly number of vessels, chartered prior to arrival, on hand, and there is considerable activity in the market. For lumber prompt loading at Northern ports, rates are as follows: Sydney, 51s 3d; Melbourne, 49s 6d; Adelaide, 70s; Port Urie, 55s 6d; Fremantle, 70s; Geelong, 71s 6d; West Coast, 62s 6d; Pisagua range; Callao direct, 61s 3d; Buenos Ayres, 70s 7 1/2d; Hong Kong, 62s 6d; Shanghai, 65s; New Canton, 70s; Vladivostok, 65s; Kiao Chou, 70s; Nagasaki, Taku, 70s; South Africa, 75s; U. K., 81s 6d.

The British ship Highfields is reported to have been chartered to load bags at Calcutta for San Francisco. This is the first ship for 1901 for the Pacific coast. There is a scarcity of sailing tonnage at Calcutta, and it is possible that the Highfields will be the only sailing vessel to bring bags to the coast this season. A Portland firm has been endeavoring to secure a vessel for Calcutta loading for December or January, but up to date nothing has been secured. In all probability the bags for next season will be brought to Hong Kong and Japanese ports, and from there sent across the Pacific by the regular steamer line, which will force the price of grain bags up several points.

No spot grain charters have been reported during the past week. The Halewood is still at this port without a charter, and her owners are holding out for \$25 6d. The Melanope is holding down the disengaged list at San Francisco. A portion of the time, however, she has been off the market. Better than 40s has been offered for the Melanope. There is a goodly number of vessels, chartered prior to arrival, on hand, and there is considerable activity in the market. For lumber prompt loading at Northern ports, rates are as follows: Sydney, 51s 3d; Melbourne, 49s 6d; Adelaide, 70s; Port Urie, 55s 6d; Fremantle, 70s; Geelong, 71s 6d; West Coast, 62s 6d; Pisagua range; Callao direct, 61s 3d; Buenos Ayres, 70s 7 1/2d; Hong Kong, 62s 6d; Shanghai, 65s; New Canton, 70s; Vladivostok, 65s; Kiao Chou, 70s; Nagasaki, Taku, 70s; South Africa, 75s; U. K., 81s 6d.

The British ship Highfields is reported to have been chartered to load bags at Calcutta for San Francisco. This is the first ship for 1901 for the Pacific coast. There is a scarcity of sailing tonnage at Calcutta, and it is possible that the Highfields will be the only sailing vessel to bring bags to the coast this season. A Portland firm has been endeavoring to secure a vessel for Calcutta loading for December or January, but up to date nothing has been secured. In all probability the bags for next season will be brought to Hong Kong and Japanese ports, and from there sent across the Pacific by the regular steamer line, which will force the price of grain bags up several points.

No spot grain charters have been reported during the past week. The Halewood is still at this port without a charter, and her owners are holding out for \$25 6d. The Melanope is holding down the disengaged list at San Francisco. A portion of the time, however, she has been off the market. Better than 40s has been offered for the Melanope. There is a goodly number of vessels, chartered prior to arrival, on hand, and there is considerable activity in the market. For lumber prompt loading at Northern ports, rates are as follows: Sydney, 51s 3d; Melbourne, 49s 6d; Adelaide, 70s; Port Urie, 55s 6d; Fremantle, 70s; Geelong, 71s 6d; West Coast, 62s 6d; Pisagua range; Callao direct, 61s 3d; Buenos Ayres, 70s 7 1/2d; Hong Kong, 62s 6d; Shanghai, 65s; New Canton, 70s; Vladivostok, 65s; Kiao Chou, 70s; Nagasaki, Taku, 70s; South Africa, 75s; U. K., 81s 6d.

The British ship Highfields is reported to have been chartered to load bags at Calcutta for San Francisco. This is the first ship for 1901 for the Pacific coast. There is a scarcity of sailing tonnage at Calcutta, and it is possible that the Highfields will be the only sailing vessel to bring bags to the coast this season. A Portland firm has been endeavoring to secure a vessel for Calcutta loading for December or January, but up to date nothing has been secured. In all probability the bags for next season will be brought to Hong Kong and Japanese ports, and from there sent across the Pacific by the regular steamer line, which will force the price of grain bags up several points.

No spot grain charters have been reported during the past week. The Halewood is still at this port without a charter, and her owners are holding out for \$25 6d. The Melanope is holding down the disengaged list at San Francisco. A portion of the time, however, she has been off the market. Better than 40s has been offered for the Melanope. There is a goodly number of vessels, chartered prior to arrival, on hand, and there is considerable activity in the market. For lumber prompt loading at Northern ports, rates are as follows: Sydney, 51s 3d; Melbourne, 49s 6d; Adelaide, 70s; Port Urie, 55s 6d; Fremantle, 70s; Geelong, 71s 6d; West Coast, 62s 6d; Pisagua range; Callao direct, 61s 3d; Buenos Ayres, 70s 7 1/2d; Hong Kong, 62s 6d; Shanghai, 65s; New Canton, 70s; Vladivostok, 65s; Kiao Chou, 70s; Nagasaki, Taku, 70s; South Africa, 75s; U. K., 81s 6d.

The British ship Highfields is reported to have been chartered to load bags at Calcutta for San Francisco. This is the first ship for 1901 for the Pacific coast. There is a scarcity of sailing tonnage at Calcutta, and it is possible that the Highfields will be the only sailing vessel to bring bags to the coast this season. A Portland firm has been endeavoring to secure a vessel for Calcutta loading for December or January, but up to date nothing has been secured. In all probability the bags for next season will be brought to Hong Kong and Japanese ports, and from there sent across the Pacific by the regular steamer line, which will force the price of grain bags up several points.

No spot grain charters have been reported during the past week. The Halewood is still at this port without a charter, and her owners are holding out for \$25 6d. The Melanope is holding down the disengaged list at San Francisco. A portion of the time, however, she has been off the market. Better than 40s has been offered for the Melanope. There is a goodly number of vessels, chartered prior to arrival, on hand, and there is considerable activity in the market. For lumber prompt loading at Northern ports, rates are as follows: Sydney, 51s 3d; Melbourne, 49s 6d; Adelaide, 70s; Port Urie, 55s 6d; Fremantle, 70s; Geelong, 71s 6d; West Coast, 62s 6d; Pisagua range; Callao direct, 61s 3d; Buenos Ayres, 70s 7 1/2d; Hong Kong, 62s 6d; Shanghai, 65s; New Canton, 70s; Vladivostok, 65s; Kiao Chou, 70s; Nagasaki, Taku, 70s; South Africa, 75s; U. K., 81s 6d.

The British ship Highfields is reported to have been chartered to load bags at Calcutta for San Francisco. This is the first ship for 1901 for the Pacific coast. There is a scarcity of sailing tonnage at Calcutta, and it is possible that the Highfields will be the only sailing vessel to bring bags to the coast this season. A Portland firm has been endeavoring to secure a vessel for Calcutta loading for December or January, but up to date nothing has been secured. In all probability the bags for next season will be brought to Hong Kong and Japanese ports, and from there sent across the Pacific by the regular steamer line, which will force the price of grain bags up several points.

No spot grain charters have been reported during the past week. The Halewood is still at this port without a charter, and her owners are holding out for \$25 6d. The Melanope is holding down the disengaged list at San Francisco. A portion of the time, however, she has been off the market. Better than 40s has been offered for the Melanope. There is a goodly number of vessels, chartered prior to arrival, on hand, and there is considerable activity in the market. For lumber prompt loading at Northern ports, rates are as follows: Sydney, 51s 3d; Melbourne, 49s 6d; Adelaide, 70s; Port Urie, 55s 6d; Fremantle, 70s; Geelong, 71s 6d; West Coast, 62s 6d; Pisagua range; Callao direct, 61s 3d; Buenos Ayres, 70s 7 1/2d; Hong Kong, 62s 6d; Shanghai, 65s; New Canton, 70s; Vladivostok, 65s; Kiao Chou, 70s; Nagasaki, Taku, 70s; South Africa, 75s; U. K., 81s 6d.

The British ship Highfields is reported to have been chartered to load bags at Calcutta for San Francisco. This is the first ship for 1901 for the Pacific coast. There is a scarcity of sailing tonnage at Calcutta, and it is possible that the Highfields will be the only sailing vessel to bring bags to the coast this season. A Portland firm has been endeavoring to secure a vessel for Calcutta loading for December or January, but up to date nothing has been secured. In all probability the bags for next season will be brought to Hong Kong and Japanese ports, and from there sent across the Pacific by the regular steamer line, which will force the price of grain bags up several points.

No spot grain charters have been reported during the past week. The Halewood is still at this port without a charter, and her owners are holding out for \$25 6d. The Melanope is holding down the disengaged list at San Francisco. A portion of the time, however, she has been off the market. Better than 40s has been offered for the Melanope. There is a goodly number of vessels, chartered prior to arrival, on hand, and there is considerable activity in the market. For lumber prompt loading at Northern ports, rates are as follows: Sydney, 51s 3d; Melbourne, 49s 6d; Adelaide, 70s; Port Urie, 55s 6d; Fremantle, 70s; Geelong, 71s 6d; West Coast, 62s 6d; Pisagua range; Callao direct, 61s 3d; Buenos Ayres, 70s 7 1/2d; Hong Kong, 62s 6d; Shanghai, 65s; New Canton, 70s; Vladivostok, 65s; Kiao Chou, 70s; Nagasaki, Taku, 70s; South Africa, 75s; U. K., 81s 6d.

The British ship Highfields is reported to have been chartered to load bags at Calcutta for San Francisco. This is the first ship for 1901 for the Pacific coast. There is a scarcity of sailing tonnage at Calcutta, and it is possible that the Highfields will be the only sailing vessel to bring bags to the coast this season. A Portland firm has been endeavoring to secure a vessel for Calcutta loading for December or January, but up to date nothing has been secured. In all probability the bags for next season will be brought to Hong Kong and Japanese ports, and from there sent across the Pacific by the regular steamer line, which will force the price of grain bags up several points.

No spot grain charters have been reported during the past week. The Halewood is still at this port without a charter, and her owners are holding out for \$25 6d. The Melanope is holding down the disengaged list at San Francisco. A portion of the time, however, she has been off the market. Better than 40s has been offered for the Melanope. There is a goodly number of vessels, chartered prior to arrival, on hand, and there is considerable activity in the market. For lumber prompt loading at Northern ports, rates are as follows: Sydney, 51s 3d; Melbourne, 49s 6d; Adelaide, 70s; Port Urie, 55s 6d; Fremantle, 70s; Geelong, 71s 6d; West Coast, 62s 6d; Pisagua range; Callao direct, 61s 3d; Buenos Ayres, 70s 7 1/2d; Hong Kong, 62s 6d; Shanghai, 65s; New Canton, 70s; Vladivostok, 65s; Kiao Chou, 70s; Nagasaki, Taku, 70s; South Africa, 75s; U. K., 81s 6d.

The British ship Highfields is reported to have been chartered to load bags at Calcutta for San Francisco. This is the first ship for 1901 for the Pacific coast. There is a scarcity of sailing tonnage at Calcutta, and it is possible that the Highfields will be the only sailing vessel to bring bags to the coast this season. A Portland firm has been endeavoring to secure a vessel for Calcutta loading for December or January, but up to date nothing has been secured. In all probability the bags for next season will be brought to Hong Kong and Japanese ports, and from there sent across the Pacific by the regular steamer line, which will force the price of grain bags up several points.

No spot grain charters have been reported during the past week. The Halewood is still at this port without a charter, and her owners are holding out for \$25 6d. The Melanope is holding down the disengaged list at San Francisco. A portion of the time, however, she has been off the market. Better than 40s has been offered for the Melanope. There is a goodly number of vessels, chartered prior to arrival, on hand, and there is considerable activity in the market. For lumber prompt loading at Northern ports, rates are as follows: Sydney, 51s 3d; Melbourne, 49s 6d; Adelaide, 70s; Port Urie, 55s 6d; Fremantle, 70s; Geelong, 71s 6d; West Coast, 62s 6d; Pisagua range; Callao direct, 61s 3d; Buenos Ayres, 70s 7 1/2d; Hong Kong, 62s 6d; Shanghai, 65s; New Canton, 70s; Vladivostok, 65s; Kiao Chou, 70s; Nagasaki, Taku, 70s; South Africa, 75s; U. K., 81s 6d.

The British ship Highfields is reported to have been chartered to load bags at Calcutta for San Francisco. This is the first ship for 1901 for the Pacific coast. There is a scarcity of sailing tonnage at Calcutta, and it is possible that the Highfields will be the only sailing vessel to bring bags to the coast this season. A Portland firm has been endeavoring to secure a vessel for Calcutta loading for December or January, but up to date nothing has been secured. In all probability the bags for next season will be brought to Hong Kong and Japanese ports, and from there sent across the Pacific by the regular steamer line, which will force the price of grain bags up several points.

No spot grain charters have been reported during the past week. The Halewood is still at this port without a charter, and her owners are holding out for \$25 6d. The Melanope is holding down the disengaged list at San Francisco. A portion of the time, however, she has been off the market. Better than 40s has been offered for the Melanope. There is a goodly number of vessels, chartered prior to arrival, on hand, and there is considerable activity in the market. For lumber prompt loading at Northern ports, rates are as follows: Sydney, 51s 3d; Melbourne, 49s 6d; Adelaide, 70s; Port Urie, 55s 6d; Fremantle, 70s; Geelong, 71s 6d; West Coast, 62s 6d; Pisagua range; Callao direct, 61s 3d; Buenos Ayres, 70s 7 1/2d; Hong Kong, 62s 6d; Shanghai, 65s; New Canton, 70s; Vladivostok, 65s; Kiao Chou, 70s; Nagasaki, Taku, 70s; South Africa, 75s; U. K., 81s 6d.

The British ship Highfields is reported to have been chartered to load bags at Calcutta for San Francisco. This is the first ship for 1901 for the Pacific coast. There is a scarcity of sailing tonnage at Calcutta, and it is possible that the Highfields will be the only sailing vessel to bring bags to the coast this season. A Portland firm has been endeavoring to secure a vessel for Calcutta loading for December or January, but up to date nothing has been secured. In all probability the bags for next season will be brought to Hong Kong and Japanese ports, and from there sent across the Pacific by the regular steamer line, which will force the price of grain bags up several points.

No spot grain charters have been reported during the past week. The Halewood is still at this port without a charter, and her owners are holding out for \$25 6d. The Melanope is holding down the disengaged list at San Francisco. A portion of the time, however, she has been off the market. Better than 40s has been offered for the Melanope. There is a goodly number of vessels, chartered prior to arrival, on hand, and there is considerable activity in the market. For lumber prompt loading at Northern ports, rates are as follows: Sydney, 51s 3d; Melbourne, 49s 6d; Adelaide, 70s; Port Urie, 55s 6d; Fremantle, 70s; Geelong, 71s 6d; West Coast, 62s 6d; Pisagua range; Callao direct, 61s 3d; Buenos Ayres, 70s 7 1/2d; Hong Kong, 62s 6d; Shanghai, 65s; New Canton, 70s; Vladivostok, 65s; Kiao Chou, 70s; Nagasaki, Taku, 70s; South Africa, 75s; U. K., 81s 6d.

The British ship Highfields is reported to have been chartered to load bags at Calcutta for San Francisco. This is the first ship for 1901 for the Pacific coast. There is a scarcity of sailing tonnage at Calcutta, and it is possible that the Highfields will be the only sailing vessel to bring bags to the coast this season. A Portland firm has been endeavoring to secure a vessel for Calcutta loading for December or January, but up to date nothing has been secured. In all probability the bags for next season will be brought to Hong Kong and Japanese ports, and from there sent across the Pacific by the regular steamer line, which will force the price of grain bags up several points.

No spot grain charters have been reported during the past week. The Halewood is still at this port without a charter, and her owners are holding out for \$25 6d. The Melanope is holding down the disengaged list at San Francisco. A portion of the time, however, she has been off the market. Better than 40s has been offered for the Melanope. There is a goodly number of vessels, chartered prior to arrival, on hand, and there is considerable activity in the market. For lumber prompt loading at Northern ports, rates are as follows: Sydney, 51s 3d; Melbourne, 49s 6d; Adelaide, 70s; Port Urie, 55s 6d; Fremantle, 70s; Geelong, 71s 6d; West Coast, 62s 6d; Pisagua range; Callao direct, 61s 3d; Buenos Ayres, 70s 7 1/2d; Hong Kong, 62s 6d; Shanghai, 65s; New Canton, 70s; Vladivostok, 65s; Kiao Chou, 70s; Nagasaki, Taku, 70s; South Africa, 75s; U. K., 81s 6d.

The British ship Highfields is reported to have been chartered to load bags at Calcutta for San Francisco. This is the first ship for 1901 for the Pacific coast. There is a scarcity of sailing tonnage at Calcutta, and it is possible that the Highfields will be the only sailing vessel to bring bags to the coast this season. A Portland firm has been endeavoring to secure a vessel for Calcutta loading for December or January, but up to date nothing has been secured. In all probability the bags for next season will be brought to Hong Kong and Japanese ports, and from there sent across the Pacific by the regular steamer line, which will force the price of grain bags up several points.

No spot grain charters have been reported during the past week. The Halewood is still at this port without a charter, and her owners are holding out for \$25 6d. The Melanope is holding down the disengaged list at San Francisco. A portion of the time, however, she has been off the market. Better than 40s has been offered for the Melanope. There is a goodly number of vessels, chartered prior to arrival, on hand, and there is considerable activity in the market. For lumber prompt loading at Northern ports, rates are as follows: Sydney, 51s 3d; Melbourne, 49s 6d; Adelaide, 70s; Port Urie, 55s 6d; Fremantle, 70s; Geelong, 71s 6d; West Coast, 62s 6d; Pisagua range; Callao direct, 61s 3