

LARGE CARGO FOR ATLANTIC COAST; 713 TONS TAKEN

Steamer Falcon, Loaded With Salmon, Prunes and Wool—Hawaiian Company Is to Build Five Big Freighters.

With the largest cargo for New York shipment that she has taken out this year the American-Hawaiian steamer, Falcon, Captain Schrage, will sail tonight for San Francisco. The entire cargo of the Falcon, including New York, European, and San Francisco freight, amounts to 713 tons, also the largest amount that the freighter has taken out of here in one trip.

Included in the cargo shipments are 41 tons of salmon which will go to Charleston, S. C., direct along with other shipments that will be made from San Francisco. It is stated that about twice a year a full cargo is shipped to that port.

For New York there are 542 tons of freight, composed of 285 tons of prunes, 215 tons of salmon, 73 tons of wool and 19 tons of miscellaneous freight. The European shipment consists of 25 tons of saws, while 150 tons of grain will go to the Bay City.

C. D. Kennedy, manager for Portland, has received information to the effect that five new 10,000 ton, 14 knot freighters are to be built by the American-Hawaiian company, at a cost of approximately \$5,000,000. They are to be named the Minnesota, Dakota, Montana, Pennsylvania and Pennsylvania. The contract has been let to the Maryland Steel company.

STOWAWAY FOUND

Third and Last Member Who Came on Ship Arrested.

Alfred Godfrey, 17 years of age, the remaining one of the three East Indian stowaways who escaped from the British steamer Heliopolis while she was in port here, was captured by immigration officials at 2 o'clock this morning in the terminal yards where he was running extra on dining cars.

As head watchman C. Alley of the immigration service was going through the yards this morning he saw the boy standing in front of the dining car office waiting for a call, and addressed him. His dialect when he answered the officer was unmistakable and the latter placed him under arrest, although the young negro denied that he was the stowaway.

The Heliopolis, from which the boy, with two companions, escaped is now coaling at Cornox and Balfour, Guthrie & Co., the charterers, telegraphed the master to hold the steamer until young Godfrey was placed aboard to be taken back with the others. In case the telegram should not have reached Captain Martin until after she sailed for St. Vincent the boy will have to be deported by other means.

CARGO VALUED AT \$108,180.50

German Bark Takes 124,282 Bushels of Cereals for United Kingdom.

Completing her cargo of wheat in two and a half days after she started loading the German ship Barmbek finished yesterday afternoon with 124,282 bushels of cereal, valued at \$108,180.50. She was to clear at noon for the United Kingdom for orders, the cargo being dispatched by M. Houser, Captain Lohman, the skipper, said that in the several years that he has been in the vessel she has never before received such quick dispatch.

BARLEY IN DEMAND

Cargo to Europe Will Be Returned to This Country.

Domestic demand for barley is so great, say the shippers, that at least one

large going from San Francisco to the United Kingdom will come back to this country after being discharged at Liverpool. The cargo, as when a British vessel was chartered, has been bought at New York, they say, but as a foreign bottom cannot carry a cargo from one domestic port to another, it will have to go to Liverpool as per schedule and after being discharged there can be loaded in either an American or foreign vessel to be delivered at New York.

PORTLAND THIRD

The Wheat Reports for Nine Months Are Announced.

Wheat exports for the nine months ending with September place Portland third on the list in point of number of bushels shipped and Puget sound fifth, according to the monthly bulletin of statistics issued by the department of commerce and labor, just received by Collector of Customs Maloney. In shipments for the month of September Portland stands second while Puget sound is seventh on the list.

The total amount of wheat shipped from the United States during the nine months was 221,929,881 bushels valued at \$21,442,211. Of this New York exported 5,242,876 bushels, Baltimore 4,476,976 bushels, Portland 4,501,748 bushels, Philadelphia 3,412,592 bushels and Puget sound 1,721,512 bushels.

For the month of September a total of 4,397,481 bushels of wheat, valued at \$471,878 were shipped from the country. New York sent out 1,173,326 bushels, Portland 1,524,171 bushels, Baltimore 571,677 bushels, Philadelphia 374,929 bushels, Boston 228,194 bushels, San Francisco 221,525 bushels and Puget sound 222,881 bushels.

Exports of wheat for September, 1911, amounted to 5,297,896 bushels, valued at \$2,267,594.

Flour exports from the United States for the nine months ending with September amounted to 5,774,141 barrels, valued at \$27,194,459, of which Portland sent out 480,881 barrels, valued at \$1,782,930.

The total value of the breadstuffs shipped from the country during the nine months was \$93,242,867, while the value of the exports for the corresponding period last year was \$64,002,476. For the same period in 1909 the value was \$82,641,482.

THINKS FIJIS SUNK

Captain of La Blanche Fears for the Safety of Island; Fears Allayed.

Surprise nearly overcame Captain F. Lorent, master of the French bark La Blanche, which arrived at the Linton ballast docks at 9 o'clock last night, he says, when the vessel passed through the Fiji Islands on her way here from Hobart and not a vestige of land could be seen, although the weather was perfectly clear.

At first, says the skipper, he thought that some awful cataclysm had taken place and that the islands had sunk into the sea. He later learned that as he had passed no nearer than 10 miles to any of the islands he could not see the land because of their being so low in the water.

The La Blanche made the passage from Havre to Astoria in ballast in 148 days, coming by way of Hobart for orders. She was four days in that port and sailed from there for the Columbia river on August 21.

About four days off the river Captain Lorent says that they saw a ship in ballast which he thought was a British vessel, but as they did not pass very close he could not make out what she was or where she was bound.

After discharging ballast at Linton the La Blanche will come up here to load a cargo of wheat for the United Kingdom for the Portland Flouring Mills company.

ALONG THE WATERFRONT

Advice received this morning state that the barkentine Charles F. Crocker, now discharging lumber at Valparaiso, has been chartered by W. R. Grace & Co. to load her for Peru at \$0 shillings.

It is reported that Captain Dunbar, who shot himself recently, will be relieved of his duties as master of the dredge Chinook, as soon as the formalities can be gone through because of the loss of an eye. His condition is said to be better.

Laden with general freight for Couch street dock and cement for Oak street

dock, the steamer Tahoe arrived this morning from San Francisco.

Carrying 137 passengers and 1490 tons of general freight, the steamer Rose, Captain Bergander, arrived at 1:30 o'clock yesterday afternoon from San Francisco and Los Angeles.

It was learned this morning that the local Customs union will attend to the disposition of the body of Thomas Anderson, who was killed Tuesday afternoon, as he has no relatives in this country.

With 243,574 feet of lumber the steamer Washington, Captain Winkel, has cleared at the custom house for San Francisco. She will also carry passengers.

J. B. Conway, chief constructing engineer of the lighthouse bureau, with headquarters at Washington, is expected to arrive here in a short time.

The gas schooner Whitelina, Captain Fryer, arrived at 11 o'clock last night from Newport laden with 21 tons of coarses, 100 cases of salmon and 1000 feet of lumber.

What was started on the bark Amy Turner this morning after she was shifted from the Toman-Poulsen mill to the Irving dock at 4:30 o'clock. She is expected to finish tomorrow afternoon, according to M. H. Houser, who is sending the cargo to San Francisco. Vessels scheduled to leave from down river points for California ports tonight are the steamer Shasta, from

Sainter, San Jacinto from Kalama and the Bluebonnet from Oak Point.

MARINE NOTES

Astoria, Oct. 24.—Sailed at 2:30 p. m. steamer Allouez for Coos Bay and Bandon, sailed at 7 a. m. steamer George W. Miller for San Diego and way ports. San Francisco, Oct. 24.—Arrived at 10 a. m. steamer Rosalia from San Diego; steamer Ontario from Portland.

Coos Bay, Oct. 24.—Arrived at 7 a. m. steamer Breakwater from Portland.

Astoria, Oct. 24.—Sailed at 2:30 p. m. British bark Iverna for Queenstown or Fairmouth; arrived and left up at 10 a. m. steamer Tahoe from San Francisco.

Point Reyes, Oct. 24.—Passed at 8 a. m. steamer W. B. Foster from Portland for Monterey.

San Pedro, Oct. 24.—Arrived steamer General Hubbard from Columbia river; steamer Rose City from Portland.

Astoria, Oct. 24.—Condition at the mouth of the river at 8 a. m. smooth; wind north, 3 miles; weather clear.

Tides at Astoria Friday—High water: 4:55 a. m., 4.3 feet; 1:07 p. m., 7.7 feet. Low water: 9:22 a. m., 4.1 feet; 10:27 p. m., 0.8 feet.

Visiting in Portland.

Inspector H. A. Moore of the Seattle immigration office and Interpreter Frank Tape of the same office, who was

at one time interpreter here, are to visit on a vacation. It is understood that they intend to make a hunting expedition before returning to the Puget sound city.

Daily River Readings.

Station	Time	Reading
Portland	10:00 a. m.	4.2
Portland	11:00 a. m.	4.1
Portland	12:00 p. m.	4.0
Portland	1:00 p. m.	3.9
Portland	2:00 p. m.	3.8
Portland	3:00 p. m.	3.7
Portland	4:00 p. m.	3.6
Portland	5:00 p. m.	3.5
Portland	6:00 p. m.	3.4
Portland	7:00 p. m.	3.3
Portland	8:00 p. m.	3.2
Portland	9:00 p. m.	3.1
Portland	10:00 p. m.	3.0

STATIONS

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Portland	10:00 a. m.	4.2
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Portland	3:00 p. m.	3.7
Portland	4:00 p. m.	3.6
Portland	5:00 p. m.	3.5
Portland	6:00 p. m.	3.4
Portland	7:00 p. m.	3.3
Portland	8:00 p. m.	3.2
Portland	9:00 p. m.	3.1
Portland	10:00 p. m.	3.0

MARINE INTELLIGENCE

Due to Arrive: Oct. 25: Mr. Branch, San Pedro; Oct. 26: Mr. H. H. Moore, Seattle; Oct. 27: Mr. Breakwater, Coos Bay; Oct. 28: Mr. Rose City, San Pedro; Oct. 29: Mr. Astoria, Bandon; Oct. 30: Mr. Beaver, San Pedro; Oct. 31: Mr. Alliance, Shasta; Nov. 1: Mr. Gen. W. Miller, San Diego; Nov. 2: Mr. Bear, San Pedro; Nov. 3: Mr. Alliance, Shasta; Oct. 25: Mr. Alliance, Shasta.

Mr. Bear, San Pedro; Oct. 26: Mr. Branch, San Pedro; Oct. 27: Mr. H. H. Moore, Seattle; Oct. 28: Mr. Breakwater, Coos Bay; Oct. 29: Mr. Rose City, San Pedro; Oct. 30: Mr. Astoria, Bandon; Oct. 31: Mr. Beaver, San Pedro; Nov. 1: Mr. Alliance, Shasta; Nov. 2: Mr. Gen. W. Miller, San Diego; Nov. 3: Mr. Bear, San Pedro; Nov. 4: Mr. Alliance, Shasta.

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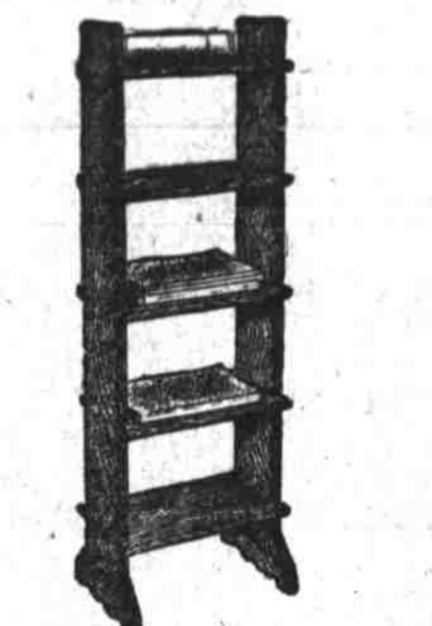
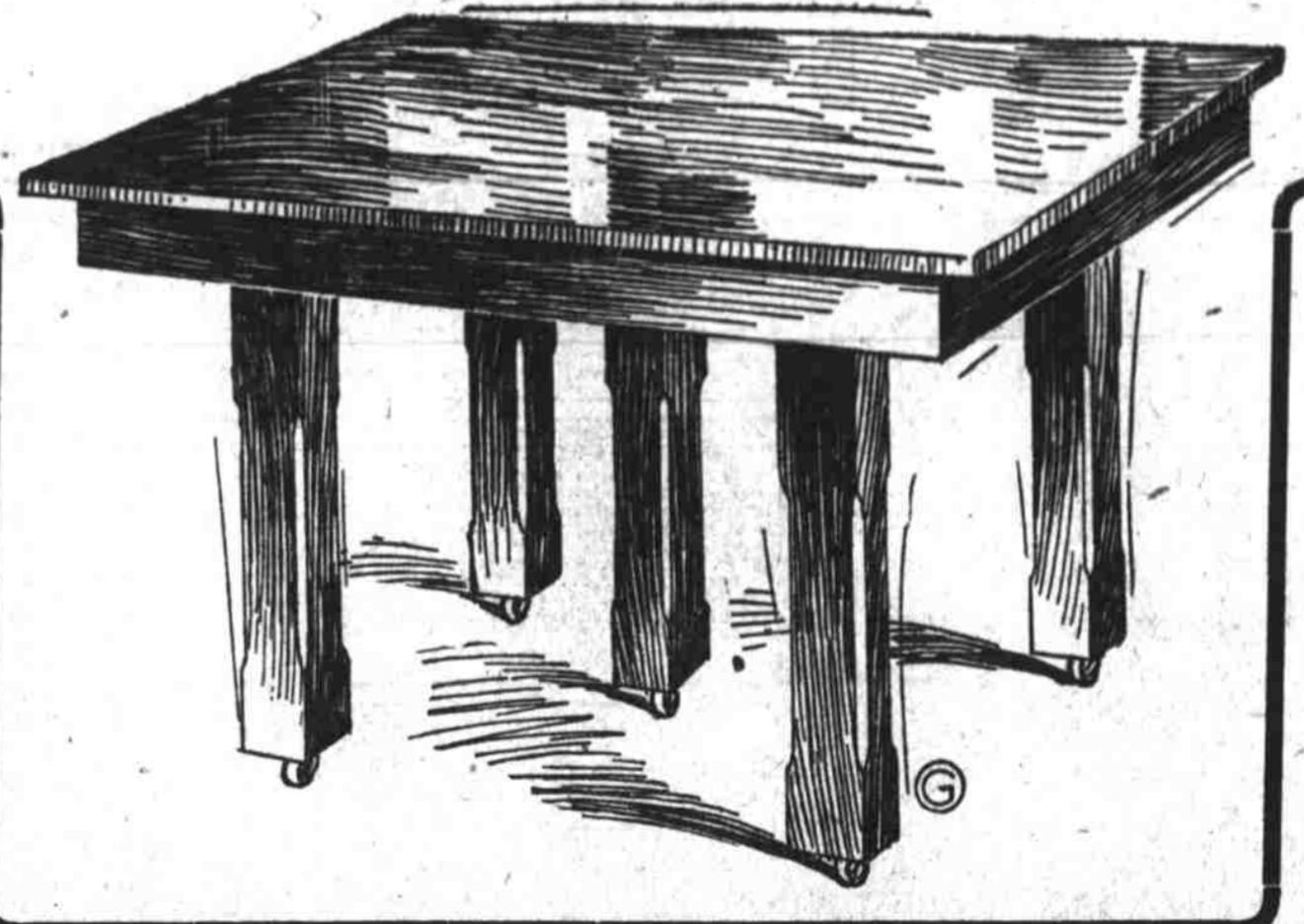
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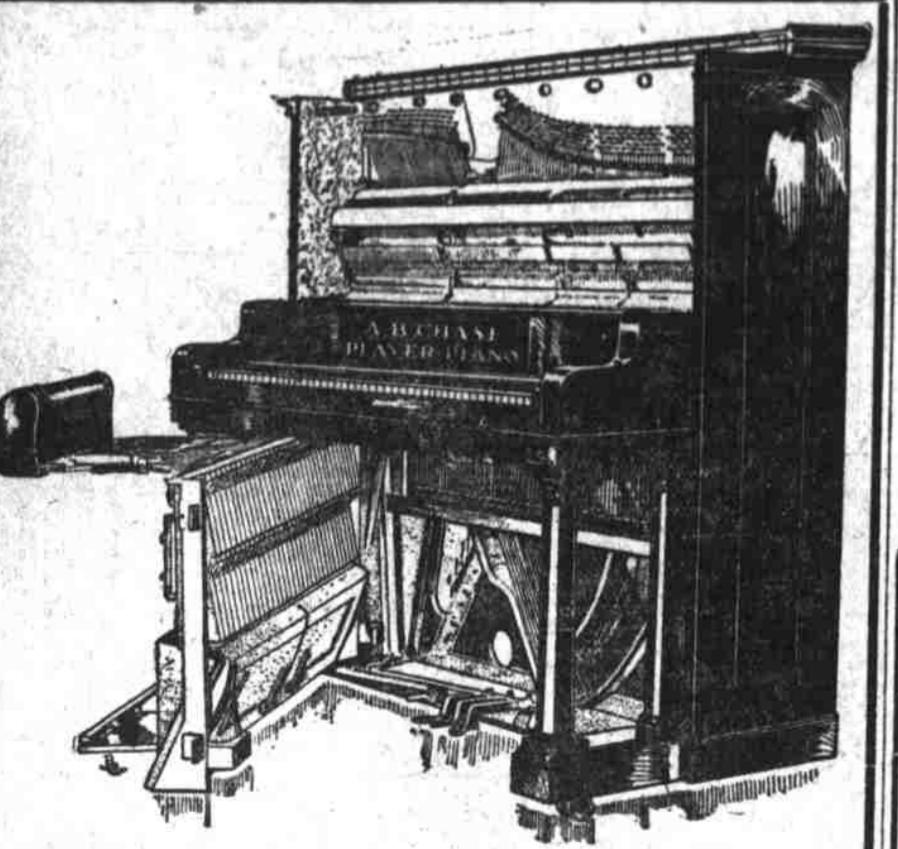
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