

NEXT CENTURY SHIPS

Nitrate Business Is Still Forcing Up Distant Freights.

A CHARTER FOR SEPTEMBER, 1901

Big Factor in Causing High Wheat Rates from Portland-Berwickshire Makes a Fast Run to Astoria.

The weakening in freights, for which exporters have been waiting for several weeks, has apparently been indefinitely postponed. An offer of 39 shillings was refused yesterday for a vessel of over 2000 tons net register for December wheat-

loading at this port, and the British ship tober loading on Puget Sound, at 40 shillings. It is not alone the prospects of a record-breaking crop of wheat in the Northwest, together with a big carry-over, and big crop in California, that is causing this continued firmness; but there is a steady business at high rates all over the world. Nitrate business, which has

taken up so much of the tonnage on which Portland formerly depended for wheat-loading, is apparently greater than ever, and recent charters made indicate that there is not much prospect for lower rates in that trade for a year.

The Drumrack has been chartered to load nitrate at a West Coast port in September, 1901, for 40 shillings. This is a port which is seldom mentioned in connection with this business, but in order that the rates which the nitrate men are paying for ships way off into the next century may be understood, here are some of the rates paid from the nitrate ports to the United Kingdom:

The Ariadne receives 2s 6d for April-May, 1901, the Lord Shaftesbury, 2s 3d for January-February, 1901, and the Marston Josiah, 3s for June, 1901, loading. As has previously been stated in these columns, owners having ballast tonnage in position for either the West Coast or Pacific Northwest have always demanded a differential of 10 shillings more for vessels coming for wheat from the Northwest.

On this basis, the rates named above would indicate that owners would not consider 40 shillings an unreasonable rate for a grain ship over a year away. Coal from Newcastle is also higher, the Norwegian bark Stjorn receives 18 shillings from Newcastle to Honolulu, and 40 shillings from Portland to the United Kingdom. The Galgorm Castle, well known in the grain trade on the Coast, receives 5s 3d from Newcastle to the West Coast and home to the United Kingdom.

BELGIAN KING CLEARS.

Santa Fe Liner Takes a Part Cargo of Wheat and Flour for Orient.

The California & Oriental Steamship Company's liner Belgian King cleared at the Custom-House yesterday for Hong Kong and way ports, including San Diego, where she will discharge her cargo with cotton. The steamer took wheat and flour only from this port, and it was consigned to but two ports in the Orient. For Hong Kong there was 1000 bushels of flour, valued at \$2.50, and 600 bushels of wheat, valued at \$457. For Yokohama there was 224 bushels of wheat, valued at \$208, and 216 bushels of flour, valued at \$202. The steamer cleared at 10 o'clock this morning. The next steamer of the line is the Thyra, which has already made one trip to Portland.

FAST TOWING TIME.

Berwickshire, Fully Loaded, Towed to Astoria in 12 Hours.

The British bark Berwickshire yesterday made one of the fastest trips on record for a loaded sailing vessel between Portland and Astoria. She left Portland harbor at daylight yesterday morning, in tow of the steamer R. R. Thompson, Captain Joseph Turner, and at 4 o'clock arrived down at Astoria, making the run in 12 hours. The Berwickshire is a small vessel, registering less than 1000 tons, but she is drawing 19 feet of water, and carried 1600 tons of flour. The Thornhillbank also left down yesterday forenoon in tow of the Oklahama, but she was several hours later than the Berwickshire in leaving, and was drawing over 22 feet of water, she will not arrive down until today. The William aw, which cleared yesterday, will leave down tomorrow, leaving the harbor bare of loaded ships, but with at least one nearly ready for sea.

ANOTHER TIE RACE.

Leyland Brothers and Adolf Sail an Even Contest.

The races between the different ships of the December grain fleet are becoming the rule, instead of the exception, and no such number of even contests have ever before been reported by vessels leaving the port. The last pair of Portland grain ships to sail a tie is the German ship Adolf and the British ship Leyland Brothers, which arrived out Monday, with 123-day passages to their credit. This makes a total of 11 vessels of the December grain fleet which have arrived out, and the average passage are the fastest that have ever been made by such a large fleet leaving port at about the same time. They are as follows:

Table with columns: Name, Days out. Rows include Kirkcubrightshire, Arctic Stream, Fulwood, Sierra Miranda, Crown of Germany, Bence's, Royal Porth, Alcino, Leyland Brothers, Adolf, Kate Thomas, Average passage, 121 1/2 days.

Another Grain Cargo.

The British ship William Law cleared yesterday for Queenstown or Falmouth for orders, with 40,000 bushels of wheat, valued at \$58,000. She was dispatched by Balfour Guthrie & Co., and will leave down the river tomorrow. The William Law was the last of a trio of ships which suffered several days' delay on account of a scarcity of sailors. The next vessel to finish will be the Inverness-shire, but it is not thought probable that she will experience any delay through the scarcity of sailors.

Lakme Labeled for a Collision.

SEATTLE, April 18.—A libel suit for \$10,000 damages was filed in the Federal Court here yesterday, by the Queen Elizabeth Company, Ltd., an English corporation, against the steam schooner Lakme, growing out of a collision April 14 between that vessel and the British ship Queen Elizabeth in tow of a tug.

In Mr. Kamm's Favor.

The case in the United States Court against Kamm, to recover for repairs to

the Walker and Lulline, was decided yesterday, Judge Bellinger ordering the bill reduced to what he deemed a proper amount.

Domestic and Foreign Ports.

ASTORIA, Or., April 18.—Arrived down—British bark Berwickshire. Arrived down and sailed—Steamer State of California, for San Francisco. Condition of bar, S. E. moderate, wind northwest; weather cloudy.

San Francisco, April 18.—Arrived—Schooner Guide, barkentine North Bend, from Willapa; schooner Ralph J. Long, from Sluabaw; tug Samson, towing barge Washougal, from Astoria; steamer Columbia, from Portland.

Roger Koon, April 18.—Arrived previously—Kinshu Maru, from Seattle; April 12, City of Dublin, from Tacoma, via Higo, etc.

April 18.—Arrived previously—Mariposa, from San Francisco. London, April 18.—Arrived—Manitou, from New York.

Cherbourg, April 18.—Arrived—Phoenicia, from New York. Batavia, April 18.—Arrived—Batavia, from Hamburg, for New York.

San Francisco, April 18.—Arrived—Steamer Mackinaw, from Seattle; steamer Matlow, from Tacoma; Sailed—Steamer President, for Bristol Bay; steamer Kodiak, for Kodiak; steamer Wellington, for Chemsaluk; steamer San a Cruz, for Seattle.

Port Townsend—Arrived April 17—British ship Brodiek Castle, from Hong Kong. Tacoma, April 18.—Arrived—German ship Lisbeth, from Higo.

Hilo, April 18.—Arrived—British steamer Port Stephens, from Seattle. Hoquiam, Wash., April 17.—Arrived—Schooner Lilliborne, from San Francisco, for Aberdeen; April 16.—Arrived—Schooner John F. Miller, from San Pedro, for Hoquiam.

Moville, April 18.—Arrived—Ethiopia, from New York, for Glasgow. Glasgow, April 18.—Arrived—Samaritan, from New York; Grecian, from Philadelphia.

Bremen, April 18.—Arrived—Kaiser Wilhelm der Grosse, from New York, via Cherbourg and Southampton. Rotterdam, April 18.—Arrived—Rotterdam, from New York.

New York, April 18.—Arrived—Teutonic, from Liverpool. DAMAGE BY BROKEN DITCH. Loss About \$500—Man's Leg Sawed by a Wire Fence.

NORTH YAKIMA, April 18.—The Moxee ditch broke through its banks near the Granger place last Friday night and did considerable damage. The Hubbard ditch lies immediately below the Moxee ditch, and in that place, and the flood broke it in four places. The water was shut off above, and 15 men were put to work to repair the breaks Saturday and Sunday. The loss of the Moxee Company was about \$500.

Judge Davidson yesterday sentenced Gid full to serve one year in the penitentiary for stealing a team from Fred Leadbetter last December. Andrew Teale, colored, got a year for burglary. C. P. Wilcox has just had returns from a car of dried prunes shipped East. He has been holding off on their sale for several weeks, hoping for better prices, but finally closed out at 1/4 cents a pound. Three carloads which he shipped in the Pacific brought him 3 cents a pound. While Bogus Henderson, who is employed by E. W. Dooley, was riding a vicious horse down a lane between barbed wire fences this morning, the horse got unmanageable and crowded against the wire. The result was that the greater part of the side of Henderson's leg next the fence was cut and torn away. The bones both above and below the knee were sawed nearly in two. He was brought to town on the freight this afternoon and taken to the hospital. It is more than likely that he will lose the leg.

MAY PREVENT FROST

The Fruit Interest Should Not Suffer From It.

HOW IT MAY BE Warded OFF

Method of Ascertaining Threatening Conditions Has Long Been Known—Preventive Cheap and Easy.

Secretary Henry E. Doach, of the Oregon State Board of Horticulture, is of the opinion that whatever loss the fruit interests suffered by the recent frost was preventable by a simple method of ascertaining the threatening condition of weather and the application of smudges to protect the orchards. In speaking of the matter yesterday Mr. Doach said:

"Again we read that the peach and pear crop of Southern Oregon, and part of the prune crop in Clark County, Washington, and elsewhere, was seriously injured, if not destroyed, by the severe frosts of last week. If true, it means a loss of not less than 500 carloads of fruit. I am of the opinion, however, that, as usual, the outcome will be much better than now predicted."

"It seems strange that such a state of affairs or even rumors of that kind should exist at all in the closing year of this 19th century. What is the use of the experimental stations in many of our states? What is the use of the United States Weather Bureau? What is the use of all the scientists who make it a study to enlighten our farmers? What is the use of spending thousands and thousands of dollars in publications for the education of horticulturists? What is the use of horticultural congresses? What is the use of lecturing and teaching if the scholars will not learn?"

"There is no more use in losing fruits from frosts than from the rays of the midsummer sun. For years we have published in our reports the modus operandi of foresting frosts, and the manner of preventing injury. On page 46, of our last report 2000 copies of which have been distributed, we reprint a very able paper on this subject by Professor S. M. Blindford, Weather Bureau Observer, now located at Boise, Idaho, which is in full, as well as tables showing the temperature of the dew point, in degrees Fahrenheit, and the means of ascertaining it. Permit me to quote:

"Knowledge concerning the conditions under which frost forms, and the practical methods of preventing the same, are as essential to success in horticulture as work of a scientific or chemical character is to the success of the chemical process of the same favorable to plant growth."

"The conditions favorable to the formation of frosts are similar to those which obtain in the simple rules under which the aqueous vapor of the atmosphere is deposited in the form of dew or frost, and, by the same process, the moisture which is obtained in a manner which will contribute largely to success in the cultivation of plants, or prevention of injury to bloom. The most perfect condition for the formation of frost is a clear sky with the wind calm. With the sky clear and a fresh breeze blowing, frost will not likely occur, since the influx of fresh air absorbs the moisture as rapidly as it is deposited upon the object. The most prevalent method of frost prevention, and one which has been successfully tried in nearly all portions of the United States, is the making of smudges fires, by which a veil of smoke is made to extend over the district where frost is likely to occur. By dew-point is meant the temperature to which it would be necessary for an object to cool so that the vapor of the atmosphere would condense upon its surface. By relative humidity is meant a convenient term for expressing the amount of moisture which the air should contain. When the air is saturated with aqueous vapor it is said to contain 100 per cent."

"To ascertain the dew-point or probable temperature to which the air will cool, it is necessary to be provided with two good thermometers. Cover the bulb of one with muslin; insert the covered bulb or wet bulb thermometer in clean water until the muslin is completely saturated; attach a strong string to the wet bulb thermometer and whirl rapidly in the air, taking frequent readings to determine the lowest reading; then read the dry bulb thermometer and take the difference between the readings of the dry and wet bulb thermometers. Follow down the column until a temperature corresponding to the reading of the dry bulb is reached, then to the right until arriving at the column corresponding to the difference between the readings of the dry and wet bulb thermometers; the number at the intersection of the columns will be the dew-point."

"These tables can be had for the asking from the United States Weather Bureau, from which the lowest point reached during the night can be ascertained; for instance, if the dry thermometer registers 40 degrees and the wet thermometer 34 degrees, a difference of 6 degrees, the dew-point will be 26 degrees before morning, which seems to have been the condition in Southern Oregon last week."

"The most successful smudge fires have been with wet straw. Frosts will sometimes penetrate a dry smudge, especially in the valleys skirted by high hills or mountains, and a steam-saturated smoke has proved best in Southern California in the orange groves, and will in Oregon. A simple and cheaply made wet straw smudge around the places. But in commercial orchards they use iron wagons, on which the fires are built, covered with wet straw, and then driven through the orchards, through the trees, and injury is prevented. The labor is so little and the expense so small that it seems incredible that orchardists take any chances whatever. Only one man, Mr. McLennan, near Central Point, in Jackson County—though I hope there were others—has been known to have saved his fruit by smudge fires, built around his orchard."

"To be forewarned is forearmed, and as the warning notes are sent out here and there, we should have been prepared to meet the conditions."

PERSONAL MENTION.

E. C. Beede, of Seattle, is registered at the Portland. C. C. Fletcher, of McCoy, is registered at the Perkins. D. Campbell, of Spokane, is registered at the Portland. Perry Cram, of Prineville, is registered at the Perkins. D. Campbell, of Spokane, is registered at the Portland. F. J. Martin, of McMinnville, is registered at the Perkins. D. J. Collins, of Independence, is registered at the Perkins. William Mackereil, of Molalla, is registered at the St. Charles. E. P. McCornack, a Salem attorney, is registered at the Imperial. J. C. Smith, a steamboatman of Rainier, is at the St. Charles. Judge Calkins has gone to Eastern Oregon and will be back Monday. W. H. Leeds, State Printer, is registered at the Imperial, from Salem. John C. Luce, a stockraiser of the John Day Valley, is at the St. Charles. D. E. McGinnis, a St. Paul, Minn., railroad man, is registered at the Imperial. C. Wentz, a teacher in the deaf-mute school at Salem, is registered at the Imperial. L. R. Sunderland and R. E. Tully, of Reno, Nev., are registered at the St. Charles. George Brown, freight agent of the Astoria & Columbia River Railroad, is registered at the Imperial, from Astoria. W. M. Farrell, a well-known traveling man of San Francisco, was taken to St. Vincent's Hospital yesterday suffering from a severe attack of pneumonia. SAN FRANCISCO, April 18.—The fol-



"Your wonderful medicine made me a well woman."

"For years I was a misery to myself and every one around me. I never laid my aching head upon my pillow without wishing I could die. I suffered terrible pain in my back, head, and right side, was very nervous, and would cry for hours. Menses would appear sometimes in two weeks, then again not for three or four months. I was so tired and weak, could not sleep nights, sharp pains would dart through my heart that would almost cause me to fall. I was so poor and white that my folks thought I was going to die."

"My mother told me to try Lydia E. Pinkham's Vegetable Compound. I had no faith in it, but to please her I did so. The first bottle helped me so much that I continued its use. I am now well and weigh more than I ever did in my life."—MRS. WINIFRED ALLENDER, Farmington, Ill.

Mrs. Dallard cured of Painful Periods and Backache.

"DEAR MRS. PINKHAM:—Nobody knows how I have suffered every month at time of menstruation. I have wished for death many and many a time. The pains were so hard that I would have to go to bed and have hot irons at my feet, hot applications to my right side, and take hot drinks. I have been troubled in this way for three years, also suffered severely with backache and had a discharge of whites. Now at monthly periods I can do my work and suffer no pain. I am like a new woman, and entirely through the use of Lydia E. Pinkham's Vegetable Compound. I feel that I owe your medicine a debt I can never repay."—MRS. N. L. DALLARD, 45 13th St., Wheeling, W. Va.

Mrs. Aston is cured of Ovarian trouble and avoids an operation.

"DEAR MRS. PINKHAM:—I wish you to publish my letter stating the grand effect Lydia E. Pinkham's Vegetable Compound has had on my health. I was suffering to such an extent from ovarian trouble that my physician thought an operation would be necessary. Your medicine having been recommended to me, I decided to try it. After using several bottles I found that I was cured. My system was toned up and I suffered no more with my ovaries. Your medicine is the greatest boon on earth to suffering women."—MRS. ANNA ASTON, Box 13, Troy, Mo.

Mrs. Corum strengthened before birth of baby.

"DEAR MRS. PINKHAM:—Since writing to you I have taken several bottles of Lydia E. Pinkham's Vegetable Compound and can recommend it very highly, for it has done me a great deal of good. During the time before baby was born I was so weak I could hardly do anything. I was told by a friend to take Mrs. Pinkham's medicine, which I did, and it strengthened me so that I was able to do my work and I now have a fine healthy baby. When nine months old he weighed thirty-one pounds. I hope that all women troubled as I was will take your Vegetable Compound."—MRS. I. D. CORUM, 834 N. Alma St., Austin, Ill.

Mrs. Noble helped through the Change of Life.

"DEAR MRS. PINKHAM:—I was a very sick woman. Change of life was working upon me. I suffered with hot flushes and fainting spells. I got so that I was afraid to go out on the street. My head troubled me so much sometimes that I thought I would go mad. Had pain in my back and could not eat. I began the use of Lydia E. Pinkham's Vegetable Compound, and in a short time the flushes of heat and fainting spells had all left me. I felt better than I ever did before. I recommend your Vegetable Compound to all who suffer from female weakness."—MRS. JENNIE NOBLE, 5016 Keyser St., Germantown, Philadelphia, Pa.

The sure help for sick and suffering women is Lydia E. Pinkham's Vegetable Compound. Letters from hundreds of grateful women prove this. Read their letters as they appear in this paper. If you are ill, write to Mrs. Pinkham for advice. Her address is Lynn, Mass.

Advertisement for Lydia E. Pinkham's Vegetable Compound, featuring the product name in large bold letters and a list of ailments it treats.

Has made more absolute cures of Female Troubles than any other medicine. Makes the menses painless and natural. Overcomes Backache and Kidney Troubles, Womb and Ovarian Diseases, Barrenness. Dissolves and expels Tumors. Subdues Faintness, Hysteria, Exhaustion, and Nervousness. Helps women through childbirth, change of life, and all natural crises.

Lowering Portland people are registered at local hotels: Mrs. H. E. Noble, H. S. Sliden, W. L. Wood, D. R. Nelson, at the Occidental; Miss Sauberg, at the Grand; S. E. Fletcher, at the Palace.

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