MORE EUROPEAN CARGOES

SEVEN SHIPS LAID ON FOR PORT-LAND IN PAST SIXTY DAYS.

Dutch Bark Pax Chartered to Load at Liverpool-Grain Fleet Finishing-Disaster in Newfoundland.

Portland importers have laid on berth at European ports within the past six weeks seven cargo ships for this port. These vessels have a carrying capacity of over 20,000 tons, and will bring mixed cargoes, of which cement will form a considerable proportion. Three of these vessels, the British bark Earl Cadogan. and the French barks Eugenie Fautrel and Fervaal, are coming from Antwerp. The French bark General Millinet and the British bark Lord Shaftesbury, are from Hamburg, and the British bark River-eide and Dutch bark Pax are to load at Liverpool. The Pax, which is the last of the fleet reported, was chartered yester-day by Meyer, Wilson & Co., and will go on berth as soon as she discharges her outward cargo of flour from this additon to these ships which have just been placed on berth, the British ship Argus is due the latter part of this month with a cargo of general merchandise from Bremen and Rotterdam.

One of the causes of this revival in the import trade is the cheap freights out of European ports. With ships com-ing out in ballast to secure the high rates paid for wheat out of Pacific Coast ports, It is an easy matter to secure cargo space on them at very low rates. This enables the importers to lay in stocks of cement, fire clay, coke, brick, crockery, liquors and other merchandise at much lower rates than are obtainable when freights are low out of Pacific Coast ports, and there is nothing to induce ships to come to this part of the world. The owners of the Pax should have a very pleasant recollection of this port, for that Dutch bark sailed out of here last December

READY FOR SEA.

two weeks ago.

Company, and arrived out at Queenstown

under a 50-shilling rate, which, with one

Tug Geo. H. Mendell Is Again as Good as New.

Government tug George H. Mendell, which has been at the Supple yard for about six weeks, undergoing repairs, will be launched Saturday. She has been ready to take to the water for some time and it was expected that high water would float her off, but the river did not rise far enough. She has been made practically into a new boat during her sojourn on the ways, and when repairs are complete she will be good for many

years of hard service.

The machinery of the tug has been completely overhauled, but it was in very good condition and did not need very ex-tensive repairs. The old propeller, with its broken flanges, has been replaced with a new one. The boat has been redecked and given new guards and guardrails. The hull was in excellent condition and did not need much attention beyond re-

calking. Interior renovation has been complete, from hold to pilot-bouse. The crew's quarters in the bow have been improved, new bunks put in and everything given a new coat of paint. The cabins have been made as neat as a pin, old paint having been scraped off and replaced with a shinng new coat in bright and handsome colors. The pilot-house has received like attention. New canvas has been laid on the upper deck. The boat now lacks only the painting of to be ready for service. When finished she will be better equipped and hand-somer than ever before.

The Mendell is a service with the service of the time since she has been working.

The Mendell is one of the sturdiest and strongest tugs on the Columbia. She is of 30 gross tons, is 20.6 feet in length, 18 feet wide and has seven feet depth of hold. She was built at Portland in 1889. Her first detail of work will probably be connected with the taking of soundings at the mouth of the Columbia.

CARMARTHEXSHIRE SOLD

One of the Chartered Fleet of the Defunet 0, & 0, Changes Hands.

The British steamship Carmarthen e, a sister ship to the fiver Monmouthshire, so well known in this port, has been sold by Messrs, Jenkins & Co withdrawn from the Pacific trade. The Carmarthenshire was one of the steamers chartered by the Oregon & Oriental Steamship Company an don her only voyage in this line she loaded lumber on Puget Sound. The O. & O., which had a large capital of wind and but little else with which to operate steamships, was a little shy on the charter money the Carmarthenshire delivered her first cargo, and Messrs. Jenkins & Co. relieved them of further trouble in the by taking possession of the This provoked a suit for damages, and the matter is still pending in the courts. Meanwhile President Graham, of the O. & O., has faded from

JUNE PLEET FINISHING.

Alsterschwan and Nivelle Will Com plete Cargo Today.

big four-master Alsterschwan which has been loading around the harbor since early in May, will finish loading this afternoon, and the Nivelle, which came into the river nearly a month later, will also finish today. The Alsterschwan will probably follow the lead of the big Magdalene by going to Hamburg direct. A number of the Oregon ships which have arrived out within the past 60 days have been ordered to German ports, no less than nine of them going to Hamburg within the past month, among them being the Halewood, St. John, General Mellinet, Herzogin Sophie Charlotte, Elibek, Alsterufer, C. H. Watjen, Scottish Isles and Alice. None of these ships sailed direct from Portland for the German ports, but all received their orders at eenstown or Falmouth and proceeded to the German port to discharge.

NEW DREDGE IN THE WATER. Stanchest Craft Ever Put Affont In

the City. The hull of the dredge for the North Pacific Lumber Company is finished. It was launched several days ago at the east end of the Morrison-street bridge, It is probably the staunchest thing affoat in the Northwest. Over 110,000 feet of lumber was used in construction and the frame is stayed and braced with 10 tons on bolts, making as strong and stiff a body as a solid block of wood of the a foot of water at present, and this draft will probably be increased five or six inches by the addition of machinery and upper works. Every nine tons of weight will cause a displacement of one inch The hull will be towed to the Willamette Works in a few days to receive machinery.

ON A FOOL'S ERRAND.

Two Young Men to Make 10,000-

Mile Journey in a Skiff. NEW YORK, June 12.—Alvah D. James and Barton H. Noland, two young men who left Irvington, Va., a small town on the Rappahannock May 12, in a 190-pound, 18-foot paddling skiff, are expected to reach this city next Monday. Their friends believe they are now off Cape May. The young men intend to make a 10.000-mile journey in the skiff and to be 10,000-mile journey in the skiff and to b gone a year. They are not to use sails, but are to travel the whole distance by paddling. They plan to land every night on the coast through the surf and to embark the next morning. From this city of Portland.

the men will paddle up the Hudson, through the Eric Canal to Buffalo, over the Great Lakes, then down the St. Law-rence to the Gulf of St. Lawrence. From there they expect to paddle down the Atlantic Coast to Key West, through the Gulf of Mexico to Texas, where the journey will terminate.

THREE MEN IN A BOAT. British Seamen Make Long Voyage

to Secure Help. HALIFAX, N. S., June 13.-After sailing nearly 700 miles in an open boat to take relief to their ship, the Border Knight, Mr. Mathie, chief officer, and two of the crew, arrived at Sheet Harbor, the end of their 15 days' journey, to find that their steamer had just been towed in. a distance of 450 miles, by the Spanish steamship Duranco, from Philadelphia for Bilboa. Captain W. F. Spiatt, of the Border Knight, and his crew were landed here, while the brave little rescue party found a haven @ miles to the eastward. When the Border Knight's tail shaft broke, in latitude 34:10 north and longi-tude 59:44 west, 300 miles northeast of

an unusually slow voyage from Africa, and the situation seemed to be desper-ate, as she was far out of the track of Mr. Mathle and the two men volun teered to set out in the lifeboat with a flimsy bit of sail to bring assistance to the British steamer. This was May 29. and June 7 the Duranco, outward bound, responded to the signals of distress on the Border Knight. They were sighted by the Trave on Saturday. The Border Knight was bound from Cape Verde Islands to New York.

Bermuda, salls were rigged and she be

gan to make her way slowly northward, Provisions were scarce, for she had made

FOUR LIVES LOST.

Schooner Wrecked in a Fog on New foundland Coast.

ST. JOHNS, N. F., June 13.-The schoon er Czar, bound to Labrador with fisher-men and their families, 70 persons altogether, was driven ashore on Cabot Island on the north coast of Newfoundland in a dense fog and gale Sunday night. Four men were drowned and six others were injured, but the women and children all landed safely.

exception, was the highest paid in 10 years. She was dispatched with a cargo years. She was dispatched with a target of flour by the Portland Figuring Mills The survivors were on the island two days without food or shelter. Then another vessel, passing toward Labrador, sighted their distress signals, rescued them and landed them on the mainland, whence they will return home on board a mail steamer. The Czar became a total wreck, and those on board of her lost all their belongings. The women and children were in a pitiable plight when they reached the island, being aroused at midnight, and being able to secure only a little of their clothing.

PILOTS ARE SUED.

Kinsmen of Two Rio Janeiro Victims Seek to Recover \$100,000. SAN FRANCISCO, June 13 .- In th Inited States District Court today two suits for \$50,000 each were filed against the Pilots' Association of this port relatives of two men who lost their lives in the wreck of the steamer Rlo de Janeiro just inside the Golden Gate. The complainants are the widows and children of Thomas Brady and Joseph Smith, second assistant engineer and water tender respectively on the Rio.

Palatinia Finishes Today. The big steamship Palatinia will today complete the portion of her lumber cargo which she will take from Portland and will sail for Puget Sountd, where she will finish loading. She will take from this port about 2,000,000 feet and will require about 800,000 feet more to give her a full cargo. The steamer has received very quick dispatch here, the stevedores plac-

Floating Bunkhouse.

Work will begin n a few days on the East Side on construction of a floating bunkhouse for the workmen of the Port of Portland dredge. The heat in Summer and the noise of machinery make the sleeping quarters on board the dredge

Negotiations Not Broken Off.

HAMBURG, June 13.-The Hamburg-American Steamship Company denies the report that its negotiations with the At-Topeka & Santa Fe Railroad to the shore end of its new enterprise, a trans-Pacific line, are broken off.

Signal Clears for San Francisco ASTORIA, June 12. - The steam chooner Signal cleared at the customhouse today for San Francisco, with a cargo of 400,000 feet of lumber. She war oaded at the Knappton mills and goes

Domestic and Forenge Ports. ASTORIA, June 13.—Condition of the bar at 5 P. M., smooth, wind northwest, weather cloudy. No arrivals or depart-

to sea tomorrow.

San Francisco, June 13.-Sailed-Steame Milton, for Nanaimo; steamer Corinthian, for Coquille River, Arrived-Steamer Acme, from Suislaw River; schooner C. J. Hill, from Unalaska.

New York, June 13.—Sailed-La Lor-raine, for Havre; Friedrich der Grosse, for Bremen; Deutschland, for Hamburg Yokohama, June 10.-Arrived-Em India, from Vancouver, for Hong Kong.

London, June 13.-Arrived-Montevidian from Montreal; Marquette, from New York.

Antwerp, June 13.-Sailed-Nedderland, for Philadelphia. Queenstown, June 13.-Sailed-Teutonic, for New York; Westernland, for Phila-delphia, both from Liverpool.

Hamburg-Arrived-Phoenicia, from New York, for Plymouth and Cherbourg. Naples-Arrived-Aller, from New York, via Gibraltar, for Genoa, and proceeded. Rotterdam - Sailed - Amsterdam, for Boulogne and New York. Lizard-Passed-La Champagne, from

New York, for Havre.
Seattle — Arrived June 12—Steamer Charles Nelson, from Skagway. Sailed June 12—Steamer Victorian, for Skag-

Unalaska-Sailed May 30 - Steamer Nome City, for Nome; May 28, schooner Kodiak, for Unga. Valparaiso-Arrived May 23-British ship Eden Ballymore, from Newcastle, N. S. W., for Portland, Or.

Hongay-Sailed May S-British ship Bra.

bloch, for Oregon.
Hong Kong-Arrived June 10-British ship Indravelli, from Oregon. Yokohame—Arrived June 10—British steamer Empress of India, from Vancouver.

Hamburg-Arrived June 13-German ship C. H. Watjen, from Portland; ship Lucipara, from Asteria. Port Townsend-Sailed June 13-Barken-tine Gardiner City, for Hilo.

Notes of Tillamook.

THLAMOOK, Or., June 13.—Judge R, P. Boise has confirmed the receiver's sale of the Wilson River tollroad. Arrangements are being made for the Rev. S. A. Smith, paster of the M. E. church in this city, and the Rev. B. F. Peck, of Davenport, Wash., to exchange

pile of shavings in the saloon of C P. Webb, 325 Washington street, caught fire at 12:50 o'clock this morning, and an alarm was sounded from box 135. No damage.

Admited to the Bar.

SALEM, Or., June 13.-Walter K. Morley, of Danville, Ill., was today ad-mifted to the bar upon the recommendation of E. E. Merges and L. A. McNary,

MISSOURI PACIFIC PLANS

PITTSBURG EXTENSION QUESTION MAY BE SETTLED SOON.

Traffic Arrangement With the Pennsylvania Railroad Will Probably Be Made.

NEW YORK, June 12.-The Mail and

Express says:
"It was stated today on semi-official authorsty that the two matters which will be taken up by the Missouri Pacific di-rectors at the special meeting next Monday are the declaration of a dividend and the final settlement of the terms on which the Texas Pacific is to be absorbed by the Missouri Pacific,

"Another question of importance to the Gould lines as a whole is expected to be settled within a few days. It concerns the proposed Wabash & Wheeling extension into Pittsburg and an outlet to tide water, Mr. Gould has had further con-ferences with the Pennsylvania Railroad officials. Mr. Gould's ultimatum will probably be that he will build the Pittsburg thereby getting an entrance to the valuable mining regions, but he will agree to enter into a traffic arrangement with the Pennsylvania Raliroad for his southern outlets to the seaboard; instead of building to Baltimore, as he intended to do. Mr. Gould will insist upon receiving from the Pennsylvania Raliroad a large share of the Pennsylvania's West-bound tonnage. The latter, it is thought, is disposed to turn over much of its traffic, in-asmuch as the Burlington, with which it formerly exchanged a great deal of business, has become a Morgan-Hill road and will send much traffic by other routes. The Missouri Pacific system, including the Wabash, can give the Pennsylvania Railroad all the facilities it needs for most of the far Western and Southern business, and beyond the points touched by the Gould lines traffic would be turned over to the Union and Southern Pacific, in which Mr. Gould is influential."

Conference at Omaha.

OMAHA, June 13.-President Charles M. Hays, of the Southern Pacific, President Marvin Hughitt, of the Chicago & North-western, and President Horace G. Burt, of the Union Pacific, and the general managers of these roads held a confer-ence at the office of President Burt today and left this afternoon for Chicago, None of the officials would give out any statement, but it is learned that the conference had to do with traffic arrangements of the three systems. Presidents Hays and Hughitt were equally reticent regarding the nature of their business in the city, as were also the other officials

Local Freight Agents.

DENVER, June 13 .- The National Association of Local Freight Agents today by electing officers and choosing Cleve-land as the next place of meeting. T. P. Adams, of St. Louis, was re-elected pres

Homeseekers' Round Trip Rate. SAN FRANCISCO, June 13 .- The Southern Pacific Company will make a homeseekers' round trip excursion rate of one first-class fares plus \$2, effective Tuesday, June 18, and the first and third Tuesdays of July, August and September, from Eastern territory to California. Rates from Chicago, \$64 50; St. Louis, New Orleans and Memphis, \$59 50; Omaha, Kan. sas City and Houston, \$52. Tickets are good for 21 days.

IN THE SEVERAL COURTS.

Argument Closed in the Building Association Suit.

The trial of the case of the Pacific States Building & Loan Association against Mary Peterson, Katherine Sloane et al. was concluded before Judge George yesterday. Briefs are to be submitted on the law. Frank Harrington and Joseph Thomas, as witnesses for the defense, testified that they borrowed money from the company upon the representation that 84 payments would pay out, and afterward discovered that this was not so. Charles K. Henry was also a witness against the company.

G. W. Allen, attorney for the building and loan association, argued that the plaintiffs were bound by the contract which they signed. He denied that borrowers had been told that 84 payments would liquidate their loans, but said that this might have been the case if the bad times had not come on. If this had not occurred, the earning capacity of the stock might have been greater. He said the contract was subject to construction

by the court as to its meaning. Judge Stott, for the defense, made ong speech in response. He referred to building and loan association laws put through Legislatures of different states in 18%. "The companies," he said, "made the Legislatures believe they were charitable institutions, for the purpose of benefiting people building houses. wanted to prevent any local corporation from doing business of this kind in this state. The law was meant to protect corporations in California and elsewhere do ing business here. They will claim I suppose (they have done it in other cases that section 5 prevents or cures the operation of any usurious action in this state Talk about repudiating our contract,-they seek to repudiate their contract, and also their former agent, Hicks. They call him a so-called agent."

William Reid, attorney for the defendants, also addressed the court, and cited numerous authorities.

Gilbert Bros.' Bankruptcy Case.

In the bankruptcy case of Gilbert Bros. bankers, of Salem, A. T. Gilbert a few days ago filed in the United States Court an answer to the petition in bankruptcy, denying that he has committed the acts of bankruptcy set forth in said petition, or that he is insolvent, and averring that he should not be declared bankrupt denies that A. T. Gilbert and Frank Gilbert are partners, as alleged, or that they have veen partners since 1897. ind asks that the court inquire into these matters.

Yesterday Ida Muths, William Iwans

and A. S. Eppley, creditors of Gilbert Bros., filed in the United States Court motion for leave to file an amended petition in the Gilbert Bron, bankruptcy case. They charge that within four months preceding the filing of the origi-nal petition Gilbert Bros., who were in-solvent, transferred \$1000 worth of their property to the First National Bank, of Portland, with intent to prefer said bank over their other creditors, and that A. T. Gilbert conveyed by quitclaim deed and without consideration, all of his personal property, consisting of real property, to Claud Gatch, with Intent to defraud his creditors. On account of these and other acts of bankruptcy alers pray to be allowed to file their paid by said G amended petition, and that A. T. and entire lives?

F. N. Gilbert be adjudged bankrupts. There is som Some half dozen other creditors of Gil-

lowed to join in the petition amended.

An order of default was entered yester day in the divorce suit of Elleen Maud lickling vs. Edward Hickling. In the suit of Altman, Miller & Co.

of Akron, O., against W. L. Archambeau the jury returned a verdict for the plaintiff for \$3559 in Judge Sears' Court yesterday. The case of P. H. Tynon, administrator

vs. the Northern Pacific Railway Com

brother, a brakeman, went to trial in the United States Court yesterday. The taking of testimony will be continued to-

day.

D. L. Rowntree, Hayes Temple and John Coughlin, doing business at Salem under the firm name of Rowntree, Temple & Co., through John J. Coughlin, petitioning debtor, yesterday filed a petition in the United States Court asking that the firm and the petitioner individually be adjudged bankrupt. The liabilities amount to \$15.6 91 mesets \$150 exempts. amount to \$1846 91; assets, \$140 exempt. A. D. McQueen, in an action against him by T. A. Grimes, to recover \$619 on a note, testified in Judge Sears' Court yesterday that if he signed the instrument he had no recollection of it, but he admitted that the signature looks like his. The note was alleged to have been executed in Helena, four years ago, in payment of a sa-loon and cigar bill, and for money ad-vanced. Grimes submitted in evidence affidavits from two different men that they saw McQueen sign the paper. The testi-mony further disclosed that McQueen was mining engineer in Montana, receiving a salary of \$6000 per year. Judge Sears took the case under advisement.

PATH TO THE CAR SHOPS.

How It Is Built to Protect It From Injury by Teams.

The work of building a cycle path along East Twenty-first street, between Division street and the north entrance to the Southern Pacific carshops, is under way. This path is being built on the west side of the street, and outside of where the curb would come if there were a full sidewalk on the street, which there is not. There is but a six-foot walk on boards laid lengthwise. The path will be six feet wide and will have a graveled surface. On the street side a heavy curb timber is placed as a protection for the entire distance. It will be impossible for vehicles to get on this path, with this curb as an obstruction. At all intersections a regular crosswalk is built, the same as all other crosswalks are constructed. East Twenty-first street has a car track but a short distance, and this path, when finished, will be a sample of what may be done on other streets with cycle path

It can be seen, as far as gone, that a which there is even a single car track would be a serious obstruction, and out of the question. However, on streets free of car tracks a path of the same width would be no obstruction if placed on one side of the street. The path will be finished this month. The next one to be built will likely be along Milwaukie street, from Holgate to Division streets. It is understood that this path will be built of two-inch plank, laid endwise, and five feet wide on the west side of the street. To connect all the paths in the southeast with the Madison-sireet bridge will require a path on either Hawthorne avenue or East Clay street, probably on the lat-ter, between East First and East Twelfth, it being free of car tracks.

Reunion Programme.

The following programme has been arranged for the G. A. R. encampment and reunion at Pleasant Home, which begins July 29 and closes August 4: Monday, July 29-Setting up tents and fixing ground.

Tuesday, July 39-At 10:30 A. M., address of welcome, by Rev. M. L. Hardingham, and response by Rev. N. S. Holcroft; at 1:30 P. M., address by Rev. Ray Palmer. Wednesday, July 31—Farmers' day, in charge of the Agricultural College, Dr. Withycombe and others to make addresses

forenoon and afternoon; Granges of the Thursday, August 1-Woman's Relief day; address by Dr. L. E. Rockwell, at 10:30 A. M., and Mrs. L. H. Additon, at

Friday, August 2-G. A. R. day. Address at 10:30 A. M. by Professor M. L. Pratt, and at 1:30 P. M. by Dr. C. E. Cline. Saturday, August 3-Address at 10:30 A. M., General Compson; at 1:30 P. M., by General Summers, followed by George C. Brownell. The latter will speak on 'The

Lewis and Clark Centennial." Sunday, August 4-Divine services morn-There will be a campfire every evening Several other speakers have been but definite answers have not yet been re-

ceived. It is expected that the came ground will be moved to the Lake farm, making the distance about five miles less from Portland. The new camp ground has an abundance of pure water, and is near Johnson Creek. It is about three and a half miles from Gresham, on the Pleasant Home road. Committees have been appointed to see to moving of the buildings. This will make it much easier to reach from Portland. The programme is full of interest, and with fair weather there will be a large attendance.

East Side Notes.

Philip Buehner and son, of South Mount Tabor, have gone East on a business and The Alumni Association of the Sellwood School will give the annual entertainment of the organization this evening at Fire-

men's Hall. The Burnside bridge is to be repainted. Bids for the work range from \$1400 to about \$2000. The ironwork will all have to be scraped before the paint is applied. St. Francis' School, on the corner of East Twelfth and East Oak streets, will close this afternoon with appropriate ex-ercises, at 2 o'clock. The school has had

a prosperous year. The committee appointed by the Taxpayers' Cycle Association will meet tonorrow evening at the home of E. B. McFarland, and prepare a system of cycle paths for the East Side.

big warehouse of Page & Son, on East Second, between East Washington and East Stark streets, is being finished. On the inside galleries extend all around the *building for storing meats. smokehouse rooms, six in number, are being lined with asbestos, and will be the completest of the sort in the city.

Un-American and Unfair PORTLAND, June 13 .- (To the Editor.)-Is there any reason why the Government of the United States should take a boy. educate him at West Point, pay him officer, and then retire him on half-pay which is still very good pay? Now mark my point: It is not that the Government should not properly educate her military commanders, and pay them well for their services; but it is the retiring them in

The Army or Naval officer has, like all other men, that period of productiveness during which he ought to save his money for the compensation is ample, so that he can take care of himself when he can no longer labor.

Why, I ask, should one class of men, more than another, fasten themselves upon the Government as helpless suckers leged to have been committed, petition- after they have been educated and highly paid by said Government throughout their

There is something belittling and wron in this, whatever the parties inferested may say in its defense. This is not saybert Bros. have filed a request to be aling there are not many gentlemen of high c_aracter among retired Army officers; but, in a country like ours, whose wars must be fought out by the farmers and artisans, who volunteer for the purpose, and then retire, when the work is completed, from the service of the Govern-ment to care for themselves, receiving only a meager pension for disabilities and wounds, it is unfair and un-American for one class to remain forever at the Gov

Ministers, lawyers, teachers and others whose occupation gives little exercise, should use Carter's Little Liver Pills for torpid liver and billousness. pany to recover \$5000 damages on account should use Car of the accidental killing of complainant's torpid liver and

DIPLOMAS GIVEN

BISHOP MORRIS PRAISES CLASS OF 1001, ST. HELEN'S HALL.

President Strong, of the State University, Delivers the Annual Address.

Six young women received their diplo-mas from the hands of Bishop Morris last night at St. Helen's Hall-Miss Catherine S. Arnold, Miss Hilds Hexter, Miss Thora Poulsen, Miss Fanny C. Swartz, Miss Minnle F. Love and Miss Eula McCuliy, It was one of the prettiest sights ever seen in Portland. The rooms were garlanded with roses; vying with these in fresh-ness of charm were somewhere near a hundred girls in diaphonous Summer gowns in all the delicate tints of the rainbow, their happy faces and bright cheeks being incontrovertible testimony to the excellent care they have received during the past year. The platform was occupied by members of the faculty, which, when all together, numbers about 25. Among these were scattered surpliced clergymen, Bishop Morris, and President Strong, of the State University. Facing these was the row of white-gowned grad uates, each one of whom contributed her quota to the programme by reading an essay on some timely topic. These essays were, with one exception, sensible, straightforward, practical papers that were plainly the result of spontaneous effort and independent thought. The one exception was an exceedingly bright bit of humor in the form of a forecast entitled "The Coming Race," by Miss Thora Poulsen, which was the cause of many smiles. As each young woman concluded her paper she was smothered in rose bloom, six little flower girls bearing in armful upon armful of the rarest blos-soms. The programme was varied by several enjoyable musical numbers, a plane quartet by Misses Marion Grey, Maud Car-lisie, Ruth Grey and Clara Loventzing a chanson Provencale by Dell'Acqua sung by Miss Helen Goss, whose unusual flexibility of voice occasions many pleasant comments; a little German song, sung by an 8-year-old that drew hearty applause; Georg Henschel's "Spring," by Miss Agnes Watt, one of Portland's favorite singers: Gorin's "Triumphal March," rendered on two pihearty anos with much brilliancy by Miss Edith Habersham and Miss Huggins; and Schu-

rich contraito. The address of the evening was delivered by President Strong, of the State University, who selected as his theme the words from the New Testament, "He took a little child and placed him in the midst President Strong introduced his subject with the remark that the child is the center of our modern civiliza-tion; almost all the reforms of late years, the efforts to raise the human race to a higher standard, have been directed to the child. And the best evidence we have of the virility of Christianity is that the child is still in the midst of us. The great significance of the fact pointed out by the great evolutionists, Russell Wallace and John Fiske, was then touched upon, viz., that the length of the period of infancy has had a vast amount to do with the development of our civilization. In the animal world, as the type becomes more and more complex and highly organ-ized, the period of infancy lengthens. Among mankind it has advanced to 20, 25, even 30 years, and it will continue to lengthen. Hence the extreme importance

mann's "Two Grenadiers," which was em-

nently well suited to Mrs. Walter Reed's

of the words of the text. "And now for the other side of the ques tion," said President Strong. "The de-mands made upon our girls and boys is growing continually. We are coming into that period of time when the edu-cation of the past will not do for the present. Nor will that of the present do for the children of the next generation, as those who have borne the stress of life know that the demands are extremely heavy. Now to apply this idea to our own state, the changes in Oregon have been much more rapid than in older sections of the country. Therefore education here to keep pace with these changes ndingly rapid in its ad

."The aim of education is to fit one for future life, to enable one to adjust him-self to his environment. This adjustment could be made easily and in a short time when life was not complex, as in colonial times, but not so today. It is becoming more and more difficult with each new decade.

"For, in order to be properly adjusted to his environment, one must be able to adapt himself to the different inheritance that are bequeathed by the ages. First of all to our literary inheritance; secondly our scientific inheritance-nature study; thirdly to our political and industrial inheritance; fourthly to our religious inheritance, most important of all perhaps. This is a harder question to deal with in public than in private schools. Since the public schools do not include religious training in their course of study, part of the aducation must come from the home and the church. This phase of the question is not receiving the attention it Religion is something more deserves. than a simple code of ethics,

"Education ought never to step except at the grave, and I have a notion that it does not stop even there.

"There is no greater power in the world than an educated, cultured woman, who uses her influence to high and noble ends. She should make herself a center of force and influence, of strong personal power in the community in which she lives. If she does not do this, then she is recreant to her trust and that which has been expended upon her is useless." The Bishop in awarding the diplomas made a very brief address in which he spoke in high terms of the class of 1901, saying that all he asked of St. Helen's Hall was that future graduating classes would go forth into the world so well prepared for life's duties as the class of 1901. "The sort of training you have re-ceived here," he concluded, "Is not that which deals with woman's rights, but what is far more important, with woman's duties. She who faithfully performs her duties will soon receive her rights."

THE MACHINISTS' STRIKE.

Argument to Show the Demands Were Not Unjust.

PORLAND, June 13 .- (To the Editor.) Believing that The Oregonian does not mean to be unfair in its stand toward machinists or organized labor in general. we beg to present for its consideration, as well as for the sake of public opinion, the following letter, in answer to the editorial of the 10th inst., entitled "Labor Danger.

Without at this time questioning the causes of the failure or success of cer-tain strikes mentioned in said editorial, the statement can be safely made that in the vast majority of cases strikes are founded upon justice and fairness, and the many failures are due not to unjust demands, but to a lack of organization of the employed, and upon the other hand the fact of a strike won does not necessarily mean that it was due to absolute fairness of demands, but rather to a thor-ough organization on the part of labor and inability on the part of the employes to substitute with other labor. In other words, employers grant demands strikers not because of just demands, but because it pays better to do so than to be without labor.

We deny that in the recent strike of the



THE PROBLEM.

OROTHY in the nursery can calculate the price of Ivory Soap per cake, but it would take a mathematical genius to calculate its true value. For he must take account of time, labor, and materials. He must deduct from the apparent cost the saving in the longer life of the cake, in the longer life of the washed fabric, in the labor required, in the time consumed, in the strength expended, in the results obtained. When all is finished. Ivory is the cheapest soap in the world. It floats.

hours' labor and ten hours pay was just in the East, why unjust here? If in the East the demands could be met, why not here? There were certain conditions before the strike, and upon these conditions the Portland shops could operate profitably, and successfully compete with Eastand, and successfully compete with East-ern shops. Now, why is it unjust it changes are demanded here as are de-manded East? Would it not rather be an injustice to the Eastern concerns if simi-lar conditions were not demanded every. where? Is it anything but absolute fair.

Sixty-five per cent of the firms of the National Machinists Association of the East are at work on demanded conditions and the others are still on strike. San Francisco 28 firms have accepted new terms, in Scattle three and in Tacoma two, one of which employs over one-half the machinists there. How then can it be construed that the claims of machinists here are unjust to employers?

Why did the machinists lose some of their demands in the recent strike here? Because of the fact that the organization here is weak and because of the injustice of employers. The Portland Iron Works was practically the only firm upon which demands were made. An agreement was eached by which the non-union men were lischarged and the time agreed to be nine hours' work and nine hours' until such time when the Pacific Coast shops should have ten hours' pay for nine hours' work. Within two days after this agreement the non-union men were returned.

It is probable that the public do not fully comprehend the motive of a nine-hour basis. Although better wages is an important consideration, the main reason of such demand is to create a field for the unemployed, that perhaps amounts at the present time to ten per cent. The motive is a noble one and if understood cannot but meet with the hearty approval of a just public. If the Portland machinists agreed on a nine-hour basis for nine hours' pay, it meant a great sacrifice to them, and to be termed as unjust is adding insult to injury. We sacrificed the returns of one hour's work every day to make room for the unemployed among

Why should an increase of wages be considered exorbitant? Our wages are no higher than they were several years ago, but our expenses, be it wearing apparel, furniture, food or rent, are higher One more point. The demand the machinists made for ten hours' pay was on condition that contracts of employers contracted before the new wage system is inaugurated be completed on old wage scale, only limiting the time to six months; that is to say, that for the work contracted for, the machinists would labor

at old rates for six months. Were the machinists' demands unjust?
This last clause was met by the Union Iron Works in San Francisco with the answer that they had contracts that would take 15 years to fulfill. But are machinists to be blamed if employers barter for their labor 15 years before it is performed? Are machinists to suffer because of the lack of business foresight that does not allow the Union Iron Works or others to foresee a possible and

even probable state of affairs similar to Portland is almost the only city in the United States working on practically the old basis, and this is due, as was before said, to lack of thorough organization and

injustice of employers.

MACHINIST

AT THE HOTELS. THE PORTLAND.

F W Tinkham, Olymp G F Wentworth, TaSig Weltner, Chicago
A F Knudsen, Oakind
H A Strauss, N Y
E Beyfus, San Fr
T Royal Scott, Chgo
F A Wing Seattle
Mr & Mrs Lewis Spear
San Francisco
Y Strahn, San Fran
L F Martin, Chippewa
Falls, Wis
H W Martin, W W
James Ralph, S F
Mrs J McCabe, W W
E B Louisson, San Fr
Miss Florence Edott,
Oakland
J P Edoff, Oakland
E H Behrens, N Y
C O Scott, San Fran
A D Southworth,
Northfield, Mass
F H Helstford & wife
Fendleton
Pendleton
Pendleton
Pendleton
Pendleton
Pendleton
Pendleton
Pendleton

C O Scott, San Fran
A D Southworth,
Northfield, Mass
F H Hotsford & wite,
Philadelphia
G P Bredd, Seattle
C A Prouty & wf. Vt.
E M Campbell & wife,
Santa Barbara, Cai
C E Hume, San Fran
Mrs Lamoffe
Mrs Lungershauren,
Bremen
Bri Hildebrand, do
M H Jacobs, Roise
Mrs C H Buell, Pullman
W F Kirk, Wash, D C
Columbia River Scenery—Regulator

Columbia River Scenery-Regulator Line steamers, Oak-St. dock. The Dalle Hood River, Cascade Locks and return. THE PERKINS.

THE PERKINS.

L A Loomis, Hwace
S Chapman, Portland
W Bailons, Pendicton
O T Cornwell, W W
J H Raulston, Eugene
W W Haines, Eugene
H B Parker, Astoria
Freeman Scott, Fhila
Anna Menne, Dalles
W T Histop, Pendicton W F Slaughter, StHins
Albert Harala, Adams Mrs Slaughter, Go
Mrs W T Merade, Baker City
Mrs O A Aylaworth,
Montavilla
Anny Larsen, W W
Mrs Hammack, do
W N Barrett, Hillsbro
Mrs Hammack, do
W N Barrett, Hillsbro
Mrs Bigelow, Ogden
C J Williams, Frisco
A J Goodman, Indp
Minnle Tolford, Falls
Levi Armsworthy, Wasco
Mrs H C Means, Pen-John Berg, Hogulam
Mrs H C Means, Pen-John Berg, Hogulam
Mrs H C Means, Pen-John Berg, Hogulam

machinists in Portland the demands were unjust, and resent the imputation that it was due to "unreasonable agitators."

There was no more demanded here than was demanded by machinists all over the country, including the East, If nine

Machinists (G. W. Shaw, Hoquiam other, but send at latitude book—full particulars valids and valids on the country of the country o

Mrs J H Wrider, Eu- A W Wyman, SantaCrz gene M A Hogue, Fargo J A Hirshman, do John A Gillis, Fargo E M Lawiess, Water-ville McWissellia Mrs Mourey, Stella Smith, McMinnville

THE IMPERIAL. C. W. Knowles, Manager. E Ankeny, Jacobase V W Harris, Edgene C B Winn, Asbass, John L Crosw, Boston L W Megrath, St Paul Alta Booth, McMinnyll H Wehrung, Hillsboro Mrs Wehrung, do J C Goodale, Salem Mrs Goodale, do Mrs R Lawe, 8 F Mrs B Genves, 8 F Wrs H H Meyers, Alleny A T Bigelow, do Geo E Woodruft, elty Geo E Woodruft, elty Gray Salem Geo E Woodruft, elty Gray Salem Chebatis

Mrs Settlemier, de Mrs C H Moor, Ste-Mrs F J Parker, Spokn J F Stevens, Vale om J K Weatherford, Al-

F M Fales, Fales City F M Stamble, Joplin H C Clemmens, Comp. P P Hall, " THE ST CHARLES. at Stamble, Joplin
H C Clemmens, Corvils
P P Hall, The Dalles
n J A Birk and wife,
Kaluma
F L Colvin M Smith, Salem TH Dean, do
fas Stines, Dullas
thas Eaton, Westp
E Hadley, Camae
Dart, city
foe Emersaul, city B G Davidson, Hood R J Dart, city
Joe Emersaul, city
J I, Stalker, Carson
David Little, Corvalis
A Kraw, city
C I Brown, Scappoose
C I Brown, Scappoose
C T Brown, Scappoose
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I Brown, S rank Simpso wife, Ilwaco

A Emmons, Vernonia Case Riggs and wife, wife, Hwaco
R Champion, Scappoos
J D Lee, Salem
Thos Hay, Salem
Thos Hay, Salem
E R Shaw, Cleon
F A Rouen and wife,
Santa Barbara
C C Goodale, Pendieth
Mrs C C Goodale, do
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'Herpicide has completely cured Charles Brown, president First National Bank, Vancouver, Wash., says: "Herpi-cide is excellent for keeping the scalp clean."

