

WILL LEAD MARCH FLEET

BRITISH SHIP CONWAY TO FINISH LOADING WHEAT TODAY.

Clearances for the month will be about ten cargoes—Storm-Bound Fleet off Cape Flattery.

The British ship Conway will finish loading today, and will lead the March fleet. This vessel has been in port but 15 days, and has received dispatch which will probably be of more value than the possibly higher rate which she might have received had she waited. As a matter of fact, it is not likely that the misfortune of other ships in missing their cancelling dates, she would probably have been obliged to take less than 25 shillings. With no new arrivals yesterday or the day before, it is now possible to make a pretty accurate estimate of the probable size of the March grain fleet. Unless some of the disengaged ships, now in the river, are taken up in the near future there will be 10 vessels to load this month. They are the French bark, Bidart, Versailles, and General Faidherbe; British ships Sierra Ventana, Rockhurst, Queen Elizabeth; British bark Barkleigh and Lota, and German bark Barnbeck.

To these may possibly be added some other vessels now in the river without charters. March is usually a pretty good month, but shipments have been so heavy, earlier in the season, that the fleet will hardly reach the proportions of that of a year ago when 13 ships cleared. Puget Sound will do but little better than Portland, as she has but 10 vessels in a fleet that will clear the end of the month. There is an unusually large number of inward cargo ships now in port, and five of them, the Earl Cadogan, Incheyre, Rock, Lord Shaftesbury, Pax and Agnes Oswald are on the disengaged for outward business. The Agnes Oswald, which missed a high-priced charter by a short day's length, left up from Astoria yesterday morning. She has a full cargo of coal consigned to Kerr, Gifford & Co. The General Faidherbe, which comes in ballast, also left up yesterday morning.

STORM-BOUND FLEET. Easier for Vessels to Enter the Columbia Than Puget Sound.

There is a deep silence in the vicinity of Tacoma, where the vessels of the Columbia just at present. Five grain ships have crossed into the Columbia, since there has been an arrival on Puget Sound, although the same old fleet that has been doing the Flying Dutchman act off Cape Flattery for the past three to five weeks is still there. Telegraphic advices in yesterday's paper reported eight square-riggers off the Cape, and yesterday one of them sneaked in past Flattery, but was obliged to get back to sea again, being unable to beat against the blast that was whistling out to the ocean. The British ship Dudgeon, now on Puget Sound, made three attempts before she got in, and was nearly a month off Cape Flattery. The storm has been one of unusual severity and it is probable that a number of vessels will be missing after it is over. The report of the American ship Glory of the Sea, which arrived at San Francisco 25 days ago, and the story of the kind of weather the off-coast fleet has been experiencing during February. It is as follows:

Sailed, January 29, had three days to Cape Blanco, since 12 had nothing but a succession of gales from SSE, to SSW, which blew, at times, with hurricane force and a mountainous sea running at all times, ship laboring heavily and shipping great quantities of water on deck, smashing bulwarks and washing drift water-tanks and sundry minor damages; was 17 days off Cape Blanco; during that time, in 42 hours, the vessel was tossed and lower mainmast head broke in the hounds, and after much trouble succeeded in securing that, when the rudder-head sprung, and had to get that secured; rigging up steering gear, and then found the preventer tiller working; drift; had another 19 days off Cape Mendocino, when we got a little westerly that brought us to port, a little the worse for wear, but still in the ring.

UNDER ALLEN FLAG. Canadian Pacific Steamer Will Fly the Star and Stripes.

The new steamship, which Captain Troup has designed for the Canadian Pacific Navigation Company, for the Skagway run, is to be given American register in order to enable her to compete with the vessels of the other lines of the Sound ports. The steamer will be about 300 feet long, with a single propeller. She will have a double bottom, so built that she can carry livestock as well as freight and passengers, and the livestock would not be offensive to the passengers. She is to be three-decker and have fittings for cold storage, to accommodate freight. With 70 or 80 staterooms, she is to have accommodation for about 300 passengers, and smoking-rooms, bath-rooms and other appointments to make the vessel an up-to-date passenger carrier.

This will not be the first Canadian Pacific Navigation liner to fly the American flag, for nearly 15 years ago Commodore John Irving built the steamship Premier in San Francisco and operated her as a connecting link between the Canadian Pacific Railroad, at Vancouver, and the Puget Sound cities. The Premier was registered under the American flag with Captain E. W. Spencer as its nominal owner. She ran between American and Canadian ports until October, 1892, when she was cut down by the steam collier William Clark, and the people lost their lives by the collision and to avoid legal entanglements in the way of lawsuits, Commodore Irving made a quick job of raising her and hustled her over to Victoria, where she was placed under the British flag and is running yet as the British steamship Charming. The William Clark was left to bear the brunt of the damage suits, but it is the Charming ever gets over on this side of the line again she may yet suffer for the escape.

CASARINA MET A HURRICANE.

Spoke the Disabled Schooner Northwest in Tow of Brunswick.

SEATTLE, March 4.—The steamship Casarina reached port this afternoon from San Francisco, after passing through a veritable hurricane, between the mouth of the Columbia and Tatoosh light, and reports that the disabled schooner Northwest was picked up on last Thursday by the Brunswick, and was towed to the Brunswick to San Francisco. The Casarina passed the steam schooner and her tow on Friday, southeast of Point Perry, 40 miles west of San Francisco. The Northwest had run out of provisions and rescue ships had been sent to her assistance from San Francisco. The storm which beset the freighter off the Washington Coast was very severe. North, bound she saw nothing of the derelict Laura Pike, but on the trip south the officers of the steamer tried to set the wreck afire with kerosene. The debris, however, would not burn, and had to be left.

ETRURIA IS SAFE.

Canard Liner Picked Up in Mid-ocean With Broken Shaft.

LONDON, March 4.—The British steamer Etruria, which was wrecked off the coast of Ireland, has been picked up by the Canard liner William Clark, 40 miles west of Etruria. The Etruria had lost her propeller,

Another report says the Etruria was picked up when 500 miles west-northwest of Fayal. All were well on board the Canard, which, according to this report, had her propeller shaft broken. She was otherwise uninjured.

Previous receipt of the news that the Etruria had been sighted in tow, the reinsurance on the Canard liner at Lloyd's was about 4 guineas per cent. Little business was done at that figure.

NEW YORK, March 4.—The Evening World prints a dispatch from one of its reporters, who is a passenger on the Etruria. The dispatch, which was taken from the Etruria to the Azores by the oil tank Ottawa, which spoke the Etruria Friday, is as follows:

"The Etruria lost her propeller and steering gear in mid-Atlantic on the evening of February 26. Drifted helplessly in a heavy sea all night, making continuous signals. Too much cannot be said for the bravery and coolness of Captain Stephens, whose example filled the passengers and crew with courage. They are trying to tow the Etruria to the Azores. As I write we are now in the tow of the steamer William Clark, but are making no headway. Wind and sea against us, and the Clark not strong enough to do more than hold us steady. All are well on board, and the first excitement everything is quiet."

LIVERPOOL, March 4.—The Etruria will probably reach the Azores tonight or tomorrow morning. The officials of the Cunard line are arranging to have tugboats proceed to Fayal and tow the disabled liner home.

Seattle Is Side-Track.

Seattle seems to have been sidetracked by the China Mutual Steam Navigation Company, and nearly all of the vessels of that company that have loaded on the coast have been sidetracked into the camp of the enemy and loaded at Tacoma. Dowdell & Co. will dispatch the next steamer of the line, the Cheng Wo, from Tacoma for Seattle, on a regular Oriental Express, March 15. The regular for the Orient direct, sails on the 15th, and the Clavering for Vladivostok, sails March 16. The extensive system of docks which the China Mutual were to build at Seattle have not yet materialized, and practically all of the Oriental business is handled by the Japanese line.

Month Out in One Great Storm.

PORT TOWNSEND, March 4.—Reports brought by vessels arriving indicate that during the past month the entire Pacific Ocean has been the scene of one continued storm. The ship Tamar, 37 days from Seattle, reports that from the day of sailing until her arrival, one continual gale was encountered. For two days and nights the Tamar ran under bare poles, and a portion of the time her masts were under water. She was bound for Royal Roads, B. C., but was towed in here. The Norwegian steamship Horda, 25 days from Molt, reports continuous storm across the Pacific, and no vessel of any kind was sighted until Cape Flattery was reached.

German Lines Not So Profitable.

BERLIN, March 4.—All the German steamship lines show heavy reductions in their dividends for 1901. The Hamburg American Steamship Packet Company reports a dividend of 6 per cent in 1901, as against 10 per cent in 1900; the Argo Steamship Company has reduced its dividend from 8 per cent in 1900 to 5 per cent in 1901; the German-Australian Line paid a dividend of 5 per cent in 1901, as against 12 per cent in 1900, and the German-American Company, which paid a dividend of 10 per cent in 1900, reduced this to 4 per cent in 1901.

Agreement on Atlantic Rates.

NEW YORK, March 4.—According to the Commercial Advertiser, the various steamship lines plying between this port and Europe have finally entered into an agreement as to passenger rates, and, although the White Star and Cunard lines are not signers of the agreement, it was authoritatively denied today by a prominent steamship official that a rate war is impending.

Sunken Bark Henriette Floated.

ASTORIA, March 4.—The sunken French bark Henriette was pumped out and floated this afternoon, and at high tide this evening was towed on to the beach near Tongue Point. The owners have not yet decided whether they will discharge the cargo where the vessel now lies or tow her further up the river.

Manifests of Gleaner and Encore.

ASTORIA, Or., March 4.—The manifests of the barkentine Gleaner and Encore were filed in the Custom-House today. The Gleaner has a cargo of 90,000 feet of lumber for San Francisco, and the latter has 780,000 feet of lumber for San Pedro. Both vessels were loaded at the Knappton mills.

Domestic and Foreign Ports.

ASTORIA, March 4.—Left up at 8:30 A. M.—British ship Agnes Oswald. Arrived down at 8:30 A. M.—French bark Henriette. Left up at 11:30 A. M.—French bark General Faidherbe. Condition of the bar at 4 P. M., rough; wind southerly, weather cloudy.

San Francisco, March 4.—Sailed—American ship C. F. Sargent, for Portland. Arrived at 10 A. M.—Steamer Alliance, from Portland. Sailed at 12:15 P. M.—Steamer Columbia, for Portland.

Salerno, Feb. 28.—Arrived—British steamer Langbank, from Portland.

Redondo, March 3.—Arrived—Steamer Acme, from Seattle.

New York, March 4.—Arrived—Deutschland, from Hamburg.

Tacoma, March 4.—Arrived—Steamer Al-Kl, from Seattle.

Clavering, from Hong Kong. Sailed—British ship Robert Dunbar, for Queenstown; schooner Zampa, for San Pedro; steamer Farallon, for Skagway.

Seattle, March 4.—Arrived—Steamer Carina, from San Francisco. Sailed—Steamer Farallon, for Skagway.

San Francisco, March 4.—Arrived—Steamer Empire, from Coos Bay; steamer Alliance, from Astoria; ship Sunbeam from Everett. Sailed—Steamer Columbia, for Astoria; ship C. F. Sargent, for Portland. Arrived—Steamer Willapa Harbor, steamer Iagay, for Gray's Harbor.

Hong Kong, March 1.—Arrived—Ping Suey, from Tacoma via Yokohama.

Brisbane, March 4.—Arrived—Previously Moana, from Vancouver, via Honolulu, for Sydney, N. S. W.

Honolulu, March 3.—Sailed—Schooner Fannie Adele, from Aberdeen for San Francisco; schooner Lattina, from Aberdeen for San Francisco.

A GREAT SUCCESS

That is the opinion of every one of the great crowd that thronged the Frederickburg Music Hall tonight, to see the clever dancing of Miss Grace Bartell, whose stage name is Little Egypt, and whose fame as a dancer is world-wide. In order that the better class of patrons can find seats, the management have struck a popular chord by reserving the front row in the house. Little Egypt has a great success, making her first appearance, Lenore, the Oregon nightingale, still continues to charm the audience with her sweet voice. The Mullally Sisters, Mae Leonard and other artists appear tonight.

In Honor of Robert Emmet.

The ninety-ninth anniversary of the birth of Robert Emmet was celebrated last evening by the Knights of Sarfied, the local Irish patriotic society, by appropriate literary and musical. P. H. Darcy, of Salem, delivered the oration on the life and career of Robert Emmet. Robert J. O'Neill read Emmet's famous speech from the dock. The anniversary was made the occasion of an open social session, and the speeches emphasized the Irish national spirit and emphasized the fact that the Irish are in sentiment, and the recent Boer success were the subject of approving comment.

NEW NAME FOR OLD TEAM

FONTELLAS REORGANIZED AND ARE KNOWN AS MONOGRAMS.

Some Changes in Line-Up—Many Games Scheduled—Extended Tour.

The final details in the reorganization of last year's Fontella baseball team were completed yesterday. The nine will appear this year as Meyer's Monograms. The suits have been ordered from St. Louis, and promise to be the neatest ever seen on a local diamond. They will be gray, with maroon trimmings.

The line-up of the team this season will be a little different from last season. Alvin He has been shifted to the position behind the bat, while Jordan Zan, catcher last year, will attend to the right guard. Tom Stunt, who was with the Vancouver team last year, will play in Alvin's position at the second bag. Whitehouse will be in the box again; Archie Parrott will cover first base and Jacob will have the center-field again. Siebels has been added as the extra pitcher, to take Fleming's place, and Claude Schmeer will have Pay's place at shortstop. On the third bag either Black or Slavin will be seen. Charles Parrott, of McMillenville, who is one of the best hitters in the Northwest, will play in left field.

Besides the games that will be played in the city, where the professional team is on the road, the Monograms expect to take an extended trip through the Inland Empire, where a number of fast ball teams have been organized. They will probably play in Walla Walla, Lewiston, La Grande, Dayton and Athena. If the Idaho-Utah professional league does not materialize, it is likely that the trip may be extended as far as Salt Lake. The team would then play in Boise, Pocatello, Ogden and Salt Lake.

NEW TEAM WINS THE MEDALS.

Warrior's Men Do High Bowling in Multnomah Tournament.

The regular weekly bowling contest at the Multnomah Club resulted in Warrior's team taking the medals by a score of 785 to 770. The team consisted of the following: Whitehouse, Beck, Phil, and Holmes. The highest total of the contest was made by Ball, who bowled 225. On the other teams, Zan made 205, Holmes 200, and the rest of the team 190 each. Holmes' team finished in second place, but he and Craft failed to connect with the 200 mark. The "alley-poppers" have had their allowance increased to 13 pins per game, and are expected to be heard from as the possessors of the medals before many weeks. The scores:

PLAYERS.	First.	Second.	Third.	Fourth.	Fifth.	Sixth.	Seventh.	Eighth.	Ninth.	Tenth.	Total.
Warrior's	28	38	32	32	32	32	32	32	32	32	324
Wickham	30	32	32	32	32	32	32	32	32	32	312
Beck, Phil	32	32	32	32	32	32	32	32	32	32	312
Whitehouse	32	32	32	32	32	32	32	32	32	32	312
Totals	120	120	120	120	120	120	120	120	120	120	1200
Holmes	45	24	34	61	16	120					320
Zan	45	24	34	61	16	120					320
Craft	21	30	60	60	9	174					324
Totals	116	140	124	132	44	734					734
Ball	66	65	40	40	0	211					211
Hughes	37	47	31	40	16	161					161
Albrecht	32	32	32	32	4	132					132
Snyder	22	33	50	30	30	165					165
Totals	158	177	154	147	44	734					734
Cullison	56	45	48	41	0	190					190
Wells	28	32	38	41	16	155					155
Sigler	37	51	49	41	0	177					177
Mallory	37	51	49	41	0	177					177
Totals	171	185	176	164	24	720					720
Dukehart	28	27	30	35	35	155					155
Kerrigan	31	27	35	35	35	163					163
Packard	31	27	35	35	35	163					163
Dunne, M.	26	44	35	35	35	175					175
Totals	126	134	135	140	139	674					674
Holman	50	30	30	30	30	170					170
Godfrey	31	45	48	34	30	178					178
Harlow	31	45	48	34	30	178					178
Ford	31	45	48	34	30	178					178
Totals	156	160	160	138	124	638					638
Churchman	28	30	26	35	35	154					154
Beck, A.	33	33	33	33	33	165					165
Surman	33	33	33	33	33	165					165
Hudson	27	32	32	32	32	155					155
Totals	126	130	126	130	130	642					642
Allen	34	20	27	27	40	148					148
Foster	28	25	34	34	40	161					161
Robertson	28	25	34	34	40	161					161
Brigham	28	25	34	34	40	161					161
Totals	126	100	124	124	164	644					644

Spokane Engages Pitcher.

SPOKANE, March 4.—It is announced today that John H. Bolin, called "Kansas Cyclone," has been engaged to pitch for the Spokane baseball team. He was with the Winfield, Kan., team last year.

Albany to Meet Portland Teams.

ALBANY, Or., March 4.—The Albany indoor baseball club will play at Portland Friday and Saturday evenings of next week with the Multnomahs and Y. M. C. A.

Final Game in Billiard Tournament.

The final game in the Multnomah billiard tournament will be played at the club this evening. H. G. Foster and H. Wells qualified for the final match and will close the tourney in a 190-point game.

THE DAY'S RACES.

Articulate Won the Calaveras Handicap at Oakland.

SAN FRANCISCO, March 4.—The Calaveras handicap was the feature of the racing at Oakland today, and resulted in one of the best contests witnessed in several weeks. Articulate, the favorite, who gave away weight to the field, won by a nose from Colonel Ballantyne second, Mechanus third, time, 1:25 1/2.

One mile, selling—Phil Archibald won, Legal Maxim second, Tufts third; time, 1:32.

Races at New Orleans.

NEW ORLEANS, March 4.—A series of mishaps occurred in the hurdle race today. Carolingian, better known as the outside fence at the third jump, broke his leg and was shot. Lorean tripped over a dog as he rounded the far turn and broke his leg. J. W. Weber, who mounted broke his collarbone. Roberto Morris fell at the fourth jump, but escaped serious injury. Summary: One and a sixteenth miles, selling—Big Injun won, Crosby second, Maple third; time, 1:45 1/2.

Six furlongs, selling—Ben Hullum won, Str Christopher second, John Grigsby third; time, 1:24 1/2.

Hurdle handicap, mile and a quarter.

Over five hurdles—Mr. Rose won, Eva Mae second, Gould third; time, 2:21.

One and a sixteenth miles—Intuitive won, Mytheer second, Scarlet Lily third; time, 1:47.

One and a half miles, selling—Deloraine won, Silver Coin second, Major Manst third; time, 2:48.

One mile and 70 yards, selling—Van Hoorebeek won, Pay the Piddler second, Lovable third; time, 1:47.

Monte Carlo Chess Tournament.

MONTREAL, March 4.—In the international chess tournament, the winning the winners were Tarrasch over Maron, Popel over Eisenberg; Schlechter over Gumbel; Wolf over Mortimer; Napier over Scherer and Marshall over Regio.

In the later session Janowsky won from Maron, Teichmann from Mieses, and Maroczy from Albin. The match between Pillsbury and Tschigorin was a draw.

No Sunday Baseball.

INDIANAPOLIS, Ind., March 4.—Mayor Rockwater said today that he would not allow Sunday baseball here because it would be a violation of the state law. This will disarrange the American Association schedule. Manager Watkins says there will be Sunday ball or no ball at all.

Breaks Swimming Record.

BOSTON, March 4.—Harry Lemoyne, of Brooklyn, made a new world's swimming record in the Sportsman Show last night by covering the 50 yards in 55.4 seconds. The world's record was 55.4 seconds and the American record 56 seconds.

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Amateur Golf Tournament.

CHICAGO, March 4.—The executive committee of the United States Golf Association has decided on July 15 to July 19 for the National amateur tournament to be held at the Glenview Golf Club grounds.

McFadden and Gans Matched.

BALTIMORE, March 4.—George McFadden of New York, and Joe Gans of Baltimore have been matched for a boxing contest at 135 pounds, March 7, before the Bureka Athletic Club, of this city.

PERSONAL MENTION.

D. W. Ralston, of Marysville, a wealthy cattleman, is at the Perkins.

C. W. Nibley, of Baker City, a well-known mining operator, is at the Portland on a business trip to the city.

B. F. Laughlin, who is at the Perkins, is one of the largest wheat dealers at the Dalles, is here on business.

Henry Albert, the victim of the assault by the police, is now able to be about, although he still requires medical attention.

E. A. Blackmore, a well-known merchant, of Richfield, Wash., is at the Imperial, having been called to the city on business.

P. H. Darcy, of Salem, who is at the Imperial, is a well-known lawyer of the Capital City, and a leader of the Marion County Democracy.

R. W. McKinnon, a former business man of Portland, who is now a resident of Chicago, is in the city. Mr. McKinnon was engaged in the brokerage business here.

John C. Eden, of Seattle, who is at the Portland, and was recently appointed as Western Traffic Manager for the Great Northern, with headquarters at Seattle.

J. W. Ellsworth, wife and children, and Miss Flora Sherman, of San Francisco, are at the Portland.

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C. L. Ireland, editor of the More Observer, is at the Imperial. Mr. Ireland hopes to spend the winter in the city for Moody in the contest for the Congressional nomination. The county has always been considered in the Moody column.</