

MORE CARGO SHIPS

Vessels for Portland From Antwerp and Hamburg.

LIST IS STEADILY INCREASING

Europe and Cressington Are Latest Additions—German Bark Adolf Makes a Fast Passage to Europe—Marine Notes.

The Italian ship Cressington, with general cargo from Antwerp in W. R. Grace & Co.'s regular line to Portland, and the French ship Europe with general cargo from Hamburg to Edmonds, are the latest additions to the list of vessels en route for this port with cargo.

EXHIBIT OPENS TONIGHT.

Newspaper Artists to Show Their Best Work at the Portland.

The parlors of the Hotel Portland presented an interesting scene yesterday. Some 300 sketches, wash drawings and water-color paintings, covering almost every imaginable subject, were hung in preparation for the first annual exhibition of the Newspaper Artists' League, which opens this evening at 8 o'clock.

The Antwerp fleet for Portland leads all others, the Cressington making a total of seven vessels which are headed from Belgium port to the Windward Passage. The Amire Theodore, Beranger, Condor, Cressington, Marchal de Turenne, Saxon and Lausanne. Hamburg is next in importance with four vessels, the Natchez, Port Patrick, Professor Koch and Europe. The remainder of the fleet comes as follows: From Newcastle—On-Tyne-Bussard, Le Drayner and Windsor. From Newcastle, N. S. W.—Red Rock and Beuchdale. From London—Admiral Arden and Nina. From Rotterdam—Alegre. From Glasgow—Almeda. From Shields—Grand Duchesse Olga. From Swansea—Montcalm. Nearly all of these ships will be along early in the Fall, and in the work of discharging inward cargoes will be in front at a period when it usually is inclined to be quiet, preliminary to the active opening of the grain season.

MADE A FLYING PASSAGE.

German Bark Adolf Sailed From Columbia to Europe in 107 Days.

The German ship Adolf sailed on the 10th of the fastest passage of the season between Portland and the United Kingdom. She arrived at Falmouth last week after a passage of 107 days. This is the fastest passage that it is so much better than anything that has yet been heard of this season that it is noteworthy. There are 10 December ships that have not yet reported out at Queenstown, and some of them are pretty fast travelers, but slow passages this season are the rule, and there is no such to be expected from the fleet still on the way. Nearly all of the ships clearing since January 1 have sailed for South Africa or Australia, and less interest is shown in the passages of these ships than is felt for those that follow the beaten track round the Horn to Europe. The German ship Gertrud arrived out at Queenstown a few days ago, after a passage of 104 days from Puget Sound. This is very close to the record for Puget Sound, although it has been beaten nearly two weeks from the Columbia River, the Calicoch, with a record of 88 days, holding a record, and the Macfarlane, with a 91-day passage, being a good second. The Principality has made the run in 92 days.

PEGASUS IN PORT.

Namesake of the Fabbed Steed Was Seen at Blythe Sea Trade.

The British bark Pegasus is discharging ballast at the foot of Ankeny street, and as soon as her lining is in place will commence loading for South Africa. The Pegasus is an old-style iron vessel, a white of large redwood, with a much poorer carrier than the modern-built steel ships. She was the pioneer of the Portland grain fleet for the season of 1899-1900, and on a register of 235 net, she carried less cargo than some steel ships of 200 net register. On her last outward trip from Portland the Pegasus was the scene of a fearful ocean tragedy, shortly before she arrived out at England. Two members of the crew had quarreled several times after leaving Portland, and when sailing up the Atlantic one of them stabbed the other so viciously that he lived but a few hours. The murderer was placed in irons, and on arrival of the ship at Europe he was turned over to the police, who took place on the deck forward and was over so quickly that nothing could be done to prevent it. The murderer was convicted and sent up for a long term of years.

Overdue Liner Sate.

NEW YORK, April 6.—Six days overdue, the Red Star liner Storkward, from Antwerp, bringing 100 steerage and 60 cabin passengers, was sighted off Nantucket today, and officials of the company have notified the relatives of the passengers, who for several days have been besieging the company's offices for news of the overdue ship.

The Overdue De Couedie.

SAN FRANCISCO, April 6.—Re-insurance of the French bark De Couedie was advanced today to 25 per cent. The De Couedie sailed from this port for Sydney December 31 and has not since been spoken.

Marine Notes.

The schooner Argus and the barkentine Georgiana are out from San Pedro nine and ten days, respectively, for Portland. There is not a French ship among the disengaged grain vessels in San Francisco harbor, and there is no other flag but the French banner represented in the chartered grain fleet in the Bay City.

The German bark Seefahrer, which sails no faster than she wandered over the matter was then carried to the United States as the British bark Seefahrer, arrived yesterday afternoon and went to Welder's dock to discharge ballast preparatory to loading wheat for South Africa.

The British bark Euphrosyne, which cleared from Portland for Australia with wheat a short time ago, has been chartered to return to San Francisco with coal. The Ernest LeGouve and the Norma, which sailed from Portland earlier in the season, are also listed at Newcastle for San Francisco.

Domestic and Foreign Ports.

ASTORIA, Or., April 6.—Condition of the bar at S. P. M. rough, wind northwest; weather equally. No shipping moving. CANONIA, Ariz. & Mexico—German steamship Coma, from Seattle, German steamship Theban, from Hamburg, via Vancouver, B. C., steamer Senator, from San Francisco. Sailed—British bark Gloucha, for Chile. Liverpool, April 5.—Arrived—Georgic, from New York. San Francisco, April 6.—Arrived—Storkward.

WATERING THE PRAIRIES

PROGRESS OF IRRIGATION ALONG THE LINES OF O. R. & N.

Wonderful Change Wrought by Ditches in Umattila-Settlers Developing Reclaimed Land.

Irrigation is making a wonderful change in the country through which the Oregon Railroad & Navigation Company lines pass. Not only are sagebrush prairies being transformed into beautiful garden spots, but the influx of new immigrants is making the country a thickly populated territory. This transformation has been taking place ever since the country was first given the water necessary to induce crops to grow readily.

ALLIANCE IN NO DANGER

CASPAR, Cal., April 5.—The steamer Alliance is resting easily on the beach, and is in absolutely no danger, as there is little sea on, and the weather is good. The extent of the damage to her hull cannot be ascertained until low tide, but it is the prevailing opinion among the officers of the steamer that she will be able to proceed to San Francisco under her own steam.

COASTING STEAMER WHICH STRUCK A ROCK ON THE CALIFORNIA COAST AND WAS BEACHED.

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Among the color studies by local artists are several striking marine and fine landscape effects by Routledge, some still life and water studies by Chap Chapin, excellent in color and treatment. A number of interesting scenes from sketches made in Alaska by Lute Pease, and technical studies by Richard Chesser, Harold E. Coffman, of the Los Angeles Herald, and Helen E. Coan and Lillian Drain, of San Francisco.

Manager Bowers, of the Portland, has a matter which interests the exhibition, and the courteous extended by him to the league will do much to insure its success.

SPRATT WINS HIS CASE.

Supreme Court Confirms His Title to Cowitts County Land.

OREGONIAN NEWS BUREAU, Washington, April 6.—The United States Supreme Court today decided the suit of Whitney et al. vs. Pratt in favor of the latter. By this decision the title of A. N. Spratt to 220 acres of timber land in Cowitts County, Wash., is confirmed. George C. Stout, of Portland, appeared before the court as Mr. Pratt's attorney.

MAKES TROUBLE FOR THEM.

Weaker Railroads Are Expected to Protest Against Elkins Law.

The "weak" lines are expected to have trouble in meeting conditions that will arise under the Elkins law. There is no possibility of obtaining concessions from the strong lines and any question as to the pooling of business is now impossible. This phase of the law's operation was discussed yesterday by a general official of one of the interested roads, who for obvious reasons insists upon remaining unidentified. He said:

"The tendency the weaker lines to cut rates is one we have always feared. It is natural that a road that cannot compete on even terms with other lines would be inclined to offer special inducements in the way of rebates to the traveling public. This has been the custom in the past and one that we have been compelled to meet frequently. Especially has this been true of the St. Paul-Chicago lines where there are eight railroad systems running between the two cities.

"There has been discussed at different times a pooling agreement and concessions in the matter of rates. The railroads have tried to get together on this proposition and at times they have succeeded. Ultimately every objection was raised and the weaker lines have usually broken the agreement and left matters as they formerly stood.

intered against the operation of this law it is going to come from the weak lines. They are unable to meet our competition on even terms and they are put at a disadvantage under the law. "Personally I can see no valid reason why we should not make concessions to these systems, but the Federal Government has decided that we shall not and I do not know how we are to get away from that condition. It is likely the weak lines, not only those systems between Chicago and St. Paul, but elsewhere throughout the country, will make a strong protest against the bill in time. They cannot afford to allow the act to stand."

Will Explain Oriental Conditions.

General Freight Agent Miller, of the Oregon Railroad & Navigation Company, accompanied by Allen Cameron, Oriental representative of the Portland & Astoria Steamship Company, will leave for a trip that will probably take them to Chicago. It is the intention of the two men to meet and talk with all the representatives of the O. R. & N. and Union Pacific interests in the West. They are anxious that the conditions in the Far East shall be explained to all of them and that the interests of the road shall be protected by making their own conditions with traffic plans. The two men intend to go to Omaha and Chicago, but so far as is known there is nothing to call them farther west, with the exception of a return to Portland within a few weeks. Superintendent O'Brien, of the O. R. & N., also left the city yesterday, but his departure has nothing to do with the affairs of the other two officials. Superintendent O'Brien is merely checking up affairs in his department.

Railroad Briefs.

The Genesee Railroad, between Dallas and Falls City, is well along toward completion, and it has been decided to add three miles more of track, carrying the line well into the timber beyond Falls City before withdrawing construction forces. This will make the new road 12 miles long and will be ready for operation this Spring.

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PROTECTION-CORRUPTION.

Developments of Our Tariff System Which Give Food for Thought.

Political capacity and political achievement cannot remain widely apart for any length of time. The country is being placed in the hands of a few men who are not only corrupt but also unscrupulous. The country is being placed in the hands of a few men who are not only corrupt but also unscrupulous. The country is being placed in the hands of a few men who are not only corrupt but also unscrupulous.

Japanese Woman Must Go Home.

WASHINGTON, April 6.—The opinion of the lower court was affirmed by the United States Supreme Court in the case of Kaoru Yumoto, a female Japanese immigrant, vs. Thomas M. Fisher, Immigration Inspector at Seattle, Wash., and

Medical Lake Soap advertisement featuring an illustration of a man and a woman, and text describing the soap's benefits for skin conditions like eczema and hydrozone.

duction, like the sugar trust and the steel trust, are made still stronger by forced contributions from the public. Tyranny is no longer asked for as credentials, but rules by the mere force of custom. The soundness of the policy is proved by the prosperity of the country, and the prosperity of the country is proved by the wealth of those who have profited by protection. A ship trust which proposes to rule the world does not hesitate to ask for a subsidy.

IT IS MERE GAMBLING.

Court Refuses to Countenance Dealings in Futures.

ST. LOUIS, April 6.—Injunction sought by the Chicago Board of Trade to establish the ownership of the quotations on the future prices of grain and other commodities were denied by the United States District Court, today, and the dealings in futures condemned.

Eczema

Salt Rheum, Ringworm, Itch, Acne or other skin troubles, promptly relieved and cured by

Hydrozone

This scientific germicide, which is harmless, cures by killing disease germs. Used and endorsed by the medical profession everywhere. Sold by leading druggists. If not at yours, send 25 cents for a trial bottle. The genuine bears my signature. Accept no substitutes. Address 625

SOFT, GLOSSY HAIR.

It Can Only Be Had Where There Is No Dandruff.

Any man or woman who wants soft, glossy hair must be free of dandruff, which causes falling hair. Since it has become known that dandruff is a germ disease, the old hair preparations that were mostly scalp irritants, have been abandoned, and the public, barbers and doctors included, have taken to using Newberr's Herpicide, the only hair preparation that kills the dandruff germ. E. Dodd, Dickinson, N. D., says: "Herpicide not only cleanses the scalp from dandruff and prevents the hair's falling out, but promotes a new growth. Herpicide keeps my hair very glossy." For sale by all druggists. Send 10 cents in stamps for a sample. Use The Herpicide Co., Detroit, Michigan.

Advertisement for California Fig Syrup, featuring an illustration of a woman and text describing the product's benefits for women's health and digestion.