GRAIN RATES CUT TO ASIATIC PORTS

Steamship Agents Agree on a $2 Rate on Wheat and Flour Shipments.

AIMED AT TRAMP STEAMERS

Regular Lines Make Cut In Order to Force Outside Tonnage From the Field—Meeting Held in Seattle—News of Waterfront.

Agents of Pacific steamship companies, operating between ports in the United States and the Orient, met in Seattle yesterday and it was agreed to cut rates on wheat and flour between San Francisco, Portland and Puget Sound and ports in Japan and China to $2 a ton. The action of the steamship agents was taken in order to head off a proposed reduction on the part of the owners and agents of tramp steamers, who have been quoting a lower figure than the regular liners.

Several weeks ago the regular line steamers reduced the rate on wheat and flour to $3 a ton to Japan and $3.50 a ton to Hongkong and Shanghai. Tramp steamers immediately offered to carry full cargoes at 25 cents a ton less than the quotations of the regular lines. Little business offered at any rate and the steamship Arabia will leave Portland with less than 600 tons of flour. There is an increasing demand for foodstuffs on the other side and the action of the steamship agents in making so low a rate will probably stimulate trade. Millers and exporters will send cargoes to the Orient on speculation.

Several members of the association of steamship agents were not present at the Seattle meeting yesterday but it is understood that they were in sympathy with the action of the meeting and the matter of recording their vote is purely perfunctory.

BARK ALICE MARIE CLEARS

French Craft Gets Away With Wheat for the United Kingdom.

The French bark Alice Marie cleared for Queenstown or Falmouth for orders yesterday with 110,409 bushels of wheat, valued at $104,890. The vessel will leave down the river this morning and will be ready for sea the first of next week.

The Alice Marie is the eighth grain vessel to clear for the month and the total shipments of grain for foreign ports amount to 820,437 bushels. This is over 200,000 bushels in excess of the total exports for the corresponding month of the year 1907. From the present outlook it would appear that the present grain season is destined to break all previous records.

The Alice Marie entered from Antwerp, with cement and general cargo. She was held up for several days on account of the grainhandlers' strike. She will be followed by the French bark Moliere, which has finished and gone to the stream. During the next week at least five vessels will clear with grain, which will bring the exports for April to well past the 1,000,000-bushel mark.

For the grain season of 1907-8 Portland stands well in the lead for wheat exports and in fourth place for flour. Exports of foodstuffs have been slack for some time, and only the regular line vessels have been engaged in the trade.

NICOMEDIA AT SAN FRANCISCO

Portland Liner Puts Into California Port With Eastern Freight.

The steamship Nicomedia is reported as having arrived at San Francisco from Oriental ports. She will discharge Eastern freight at the California port and will come north with local cargo. The Nicomedia is one of the Hamburg-American craft which has been operating in the trans-Pacific trade for the Harriman lines. Portland has been the American terminus of the line until this trip, when the Nicomedia put into San Francisco to discharge.

Oriental freights have been slow during the past year. Both inward and outward cargoes have been smaller than for several years. Flour exports have fallen off and imports are smaller than in former years. The demand for food stuffs in Japan and China is less than last year and American importers have curtailed on purchases of firecrackers and fancy goods. Last year at this time the Arabia brought in over 60 carloads of firecrackers alone, the duty on which was more than $100,000. The entire lot was entered at Portland.

Tacoma Shipping Notes.

TACOMA, Wash., April 24.—The British steamer Livingstonia will load wheat at Tacoma for the United Kingdom instead of for Junk Bay, China, as previously reported. The tramp is expected here in about a week.

The Norwegian steamer Christian Bors left Shanghai, via Nanaimo, B. C., tonight, after clearing with 3,596,654 feet of lumber, valued at $34,400.

The steamer Watson left out today for Seattle, after loading 1900 tons of general cargo for San Francisco.

The steamer Tallac arrived to take 900 tons of wheat.

The steamer Farralon arrived from Chicagoff with a part cargo of gypsum rock.

Captain Tim Jones, of the British bark Kildalton, reports speaking the ship Star of Russia, when the vessel was four days out from San Francisco for Kariuk. All were reported well.

Seamen's Weekly Concert.

An excellent concert was given last evening at the Institute of the Portland Seaman's Friend Society, corner Third and Flanders streets. The programme was in charge of the young people of the Church of the Strangers. The pastor of the church was present and gave a brief address. The programme follows: Song, Mrs. Hamilton; reading, Mr. Dugan; piano solo, Mr. Hart; Spring song, by six ladies; piccolo solo, R. Adair; song, comic, Misses Black and Ramsey; chalk drawings, Mr. Samuel; remarks, Rev. Dr. DuBois; selections by Cooper's Orchestra; cornet solo, Harry Cooper. The next concert will be on Monday evening.

Repairs Complete on Pomona.

The Willamette River steamer Pomona, belonging to the Oregon City Transportation Company, will be launched from the ways at the Portland shipyards today. The vessel has been undergoing extensive repairs and will be in fine shape to handle the upper river business.

Fire in Cabin of Tug Edgar.

MOQUIAM, Wash., April 24.—(Special.)—Fire was discovered in the forward part of the cabin of the tug Edgar, lying at her berth about 5 o'clock this morning. Prompt action by the city fire department prevented total loss of the steamer. The origin of the fire is unknown. The tug is owned by Captain Tom C. Soule and the damage to her cabin and forward works will be approximately $700.

San Pedro Shipping Notes.

SAN PEDRO, April 24.—The steamer Claremont cleared today for Grays Harbor via San Francisco to reload.

The steamer San Gabriel arrived today from Umpqua River with 500,000 feet of lumber.

The steamer Olsen & Mahoney arrived from Grays Harbor, via San Francisco, with 1,300,000 feet of lumber.

Schooner Carmel at Montesano.

MONTESANO, Wash., April 24.—(Special.)—The steam schooner Carmel arrived today from San Francisco, and will load at the docks of the Montesano Lumber & Manufacturing Company with lumber for Redondo.

Marine Notes.

The steamship Alliance will sail this evening for Coos Bay.

The steamship Rose City will sail for San Francisco this morning at 9 o'clock.

The Portland & Asiatic liner Numantia from Portland, is reported as arriving at Hongkong.

The steamship Roanoke sailed for San Pedro and way ports last night with passengers and freight.

The British ship Ancasta arrived up yesterday afternoon in tow of the Harvest Queen and moored at the Montgomery dock No. 2.

Captain C. Johnson has succeeded Captain J. J. Anderson as master of the steamer T. J. Potter.

STEAMER INTELLIGENCE.

Due to Arrive.

Name	From	Date
Johan Poulsen	San Francisco	In port
R. D. Inman	San Francisco	
F. S. Loop	San Francisco	In port
Arabia	Hongkong	In port
Alliance	Coos Bay	In port
Rose City	San Francisco	In port
Breakwater	Coos Bay	April 26
Nicomedia	Hongkong	April 27
Geo W Elder	San Pedro	April 28
Senator	San Francisco	April 29
Roanoke	Los Angeles	May 5
Alesia	Hongkong	May 23
Numantia	Hongkong	June 10
Sue H Elmore	Tillamook	Indefi

Scheduled to Depart.

Name	For	Date
Rose City	San Francisco	April 25
Alliance	Coos Bay	April 25
R. D. Inman	San Francisco	April 26
F. S. Loop	San Francisco	April 26
Johan Poulsen	San Francisco	April 26
Arabia	Hongkong	April 27
Breakwater	Coos Bay	April 29
Geo W Elder	San Pedro	April 30
Senator	San Francisco	May 2
Nicomedia	Hongkong	May 5
Roanoke	Los Angeles	May 7
Alesia	Hongkong	June 1
Numantia	Hongkong	June 20
Sue H Elmore	Tillamook	Indefi

Entered Friday.

Strathgyle, Br. steamship (Grant), with ballast, from Magdalena Bay.

Cleared Friday.

Alice Marie, Fr. bark (Cloatre), with 110,409 bushels of wheat, valued at $104,890, for Queenstown or Falmouth for orders.

Arrivals and Departures.

PORTLAND, April 24.—Arrived—British ship Ancasta, from Sydney, N. S. W. Sailed—Steamship Roanoke, for San Pedro and way ports.

Astoria, April 24.—Condition of bar at 5 P. M., rough; wind, northwest 24 miles; weather, cloudy. Sailed at 6:40 A. M.—Steamer Washington, for San Francisco. Arrived at 7 A. M. and left up at 10 A. M.—Steamer Beveric, from Seattle. Arrived at 5 P. M.—Schooner Mabel Yale, from San Francisco.

San Francisco, April 24.—Arrived—Steamer Nicomedia, from Hongkong and way ports. Hongkong, April 24.—Arrived, April 22—German steamer Numantia, from Portland.

Barry, April 23.—Sailed—Caribou, for Vancouver.

Uchant, April 24.—Passed—Acilia, for Seattle and Tacoma, via Coronel, Punta Arenas and Teneriffe for Hamburg.

San Francisco, April 24.—Arrived—Steamer Nicomedia, from Hongkong; steamer Bandon, from Bandon; steamer Nebraskan, from Honolulu. Sailed—Schooner Lily, for Umpqua; schooner Transit, for Grays Harbor; steamer Nome City, for Astoria.

Tides at Astoria Saturday.

High.	Low.
8:18 A. M. ....7.0 feet	2:46 A. M. ....0.4 feet
9:38 P. M. ....7.8 feet	3:00 P. M. ....1.0 feet

FOREIGN IMMIGRATION.

Says We Couldn't Have Prospered Without It.

Richmond Times-Dispatch.

In 1907 the high-water mark of immigration was reached—1,285,349 immigrants came to this country. Since 1840 the estimated total is 28,000,000, which is certainly not more than 50,000 out of the way. The population of the whole country is about 83,000,000 today, and the debt due the immigrant therefore, seems enormous. But is it?

Does our growth depend on accessions from foreign shores? Or is there enough energy in this country to populate it without need of immigrants?

In 1815 Elkanah Watson calculated on the basis of the first three censuses, when the immigration was negligible, what the normal increase of population would be. In 1820 Watson was out only 8388 in a total population of 9,500,000. In 1830 the immigration for the decade was 143,839, and Watson's estimate fell short only 32,000.

In 1840 and 1880, though immigration amounted to 599,125 in one decade and 1,713,251 in the other, Watson's predictions were within 1-3000 and 1-4000 respectively. Yet the number of immigrants was, in one case, four and in the other twelve times that of the preceding decade. From 1860 to 1900 Watson's estimates ran far ahead of the actual population, despite the great volume of immigration.

On the whole, the accuracy of his estimates, when viewed in conjunction with the unexpected influx of aliens, is characterized by General Francis Walker as one of the remarkable facts of history. Though the Times-Dispatch admits the leavening and stimulating effect of infusing new blood and the mingling of different races, yet it seems unanswerable that in point of numbers our country would have prospered equally had no immigrants come.

Ten Sandwiches Cost $250.

Saratoga (N. Y.) Dispatch to the New York Times.

Ten sandwiches in a local restaurant cost Walter Damrosch, conductor of the New York Symphony Orchestra, $25 apiece when ten members of his organization stopped off here for luncheon.

Damrosch's orchestra and Mme. Lillian Nordica were making a hasty trip from Birmingham, N. Y., to Montreal, between concerts. When their special train arrived here one day recently ten members of the orchestra hastened to a nearby restaurant for sandwiches. They lingered too long and the train left them. No other trains were going soon enough to take them to Montreal in time for the evening concert, and Mr. Damrosch, to whom the derelicts hastily telegraphed, ordered a second special train, which caught the other members of the party at the Canadian line. Damrosch paid $250 for the train.

WILL BE NO PUPPET

Roosevelt's Announcement Nails Slander Against Taft.

LATTER GIVEN ALL POWER

President's Declaration of His Intention to Go Abroad When Term Ends Proof That He Will Not Meddle.

OREGONIAN NEWS BUREAU, Washington, April 23.—The announcement that President Roosevelt, at the conclusion of his present term in the White House, intends to spend a year in travel in foreign lands is indicative of the confidence which he reposes in Secretary Taft. For two months the President has been satisfied that Taft will be nominated and elected, and it is because of this belief that Mr. Roosevelt is planning for himself a long vacation.

The announcement of his purpose at this early day is no doubt made to refute the charge made by the anti-Taft men that the War Secretary, if placed in the White House, would be a mere puppet, acting at the dictation and direction of Mr. Roosevelt. With the President on the other side of the globe much of the time out of touch with the world, it would be out of the question for him to undertake to direct the affairs of the American Nation.

To men who know Secretary Taft, the charge that he would be dominated by Roosevelt has always been absurd. Taft is not the type of man to be dominated by anybody. He is too big a man to be influenced against his judgment. But the anti-Taft people, realizing the hopelessness of their fight, have gone to great lengths in their effort to shake public confidence in the popular candidate, and in their wild onslaught they have made much of this utterly groundless accusation.

Will Claim No Credit.

It would be as ridiculous to charge that President Roosevelt, during his last term, has been dominated by William J. Bryan. Bryan, indeed, has laid claim to the credit for much that President Roosevelt has done, but when Taft becomes President, Mr. Roosevelt will not claim credit for what may be accomplished by the next Administration, nor will he undertake to direct the affairs of Government after he steps out of the White House.

By going abroad, Mr. Roosevelt will remove the last possible ground on which Taft's enemies can charge him with being under the dictation of his predecessor.

There has been some discussion of the intentions of Senator Foraker, of Ohio, perhaps the most rabid anti-Taft man in the country, and it has been declared that Mr. Foraker contemplates the formation of a new party, to be composed of the negroes and the laboring men. Joseph B. Foraker is one of the most adroit politicians in the Nation; he still has his eye on the Presidency, and he is not such a fool as to undertake the formation of a negro-labor party in the belief that it would carry him into the White House.

Combination Not Possible.

Foraker has always been a Republican; his political successes have all been achieved under the Republican banner, and he will remain in the Republican party to the end. No matter how he hates Taft, he will not undertake to disrupt the Republican party in order to defeat him. He would not dare undertake such a thing, even if he were so inclined, for it is not in the cards for any man to combine the negro and the labor vote, and sweep the country. Such a combination would be impossible of formulation. To think that Senator Foraker, ambitious as he is to some day land in the White House, would attempt to disrupt the party that made him, does not give due credit to the sagacity of one of the leading politicians of the country.

Once in a great while some politician will rush into print with an interview in which he predicts the renomination of President Roosevelt. Most of the men who give these interviews have first seen Senator Bourne, and have been impressed with his seriousness and his confidence. But it is beginning to be noticed that a good many of these advocates of the third term for Roosevelt are Democrats who supported Bryan in 1896 and 1900, and men who are expected to support him this year if he is nominated at Denver.

Bryan Men Lead It.

When Democrats, and Bryan men, lead in the clamor for Roosevelt's renomination, it is time to inquire into their reasons. First of all, it is noticed that Bryan Democrats who declare in favor of Roosevelt's renomination are careful to conceal from the public the fact that they are members of the opposition party. Their views and arguments are put forward in a way to lead readers to believe they are Republicans. Another thing to be noted is that these Democrats did not begin to clamor for Roosevelt's renomination until it became very apparent that Taft was practically assured of enough support to make his nomination certain.

By harping on Roosevelt, and painting pictures of the "only man capable of continuing the policies of the present Administration," these Democrats are endeavoring to shake confidence in Taft, and in the event he is nominated, these same Democrats who are now advocating Roosevelt's renomination, will be telling the good people that Bryan more nearly represents the Roosevelt policies than does Mr. Taft. In this way, having played upon the sensibilities of weak and wobbling Republicans, they will undertake to lead the unconvinced into the Bryan camp.

Good Politics of Kind.

It is pretty good politics—of its kind, but the thinking people are opening their eyes to the fact that some of the most ardent advocates of Roosevelt's renomination are loyal supporters of the "Peerless Leader," and this discovery is hampering the progress of those Republicans who, under the lead of Senator Bourne, are making a last struggle to inject life into the defunct third-term movement. Bryan Democrats are only solicitous about the welfare of the Republican party for one reason—and that is to weaken the Republican nominee and make votes for Bryan.

What Panama Cana. Will Save.

Baltimore Sun.

The voyage of the great fleet of battleships around the continent to San Francisco illustrates in a forcible way what will be the money value of the Panama canal when it is finally completed. The distance from Hampton Roads to San Francisco by the route the fleet will take is 13,772 miles, and the time to be consumed on this great voyage is estimated at 135 days, or nearly five months. It is expected that the fleet will arrive at San Francisco on or about the first of May.

In case of a sudden declaration of hostilities against the United States by a nation within striking distance of our Atlantic Coast, let us say, the Pacific fleet could not come to the rescue perhaps until the campaign was over. To propel the fleet on this long cruise requires 130,000 tons of coal, which cost the Government $1,300,000. In addition to the distance of the voyage the difficult navigation of the Straits of Magellan and the tempestuous seas where the South Atlantic and the South Pacific come together must be considered as formidable.

When the Panama canal is completed the distance from Hampton Roads to San Francisco will be about 5900 miles, making the saving in distance from an Atlantic seaport of the United States to San Francisco no less than 7872 miles and avoiding the most dangerous part of the voyage and representing in the case of the present war fleet a saving in the coal bill of about $700,000. Instead of consuming five months for the voyage, it would take

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THE HISTORY OF MALARIA

Theories of Ancients Endure, Modern Science Amplifies Them.

Scientific American.

"The Story of Malaria," as told by Major Ronald Ross, F. R. S., first to an audience of the Royal Colonial Institute of Great Britain, and later in the pages of the National Review, is full of most interesting facts that are apt to pass the memory unless recalled from time to time. Our present knowledge, as he reminds us, is the result of more than 2000 years of patient study, and it forms what might be called a gigantic epic of science. It tells of a long and hard-fought battle between man and nature, and it is only today that we even begin to see the promise of victory.

If we go back to the writings of Hippocrates and his successors, some 400 years B. C., we learn that the Greeks and Romans were then studying the character of malaria and had distinguished its class by two important points; the first was that malarial fevers are not continuous in type, but occur in periodical attacks, and these attacks they classified as quotidian, tertian and quartan; that is, occurring every day, every alternate day, and every third day. Although we now understand that attacks may, by overlapping, present the appearance of a continuous fever, this does not contradict the ancient classification. The second point found out by them and attested by succeeding experience is that there is direct connection between marshes and swampy pools or soil and the prevalence of this kind of disease. They even went so far as to point to a probability of the disease being disseminated by a species of germ or microbe to living man, thus approaching remarkably near to our 19th century "discoveries!"

Indeed, we seem not to have disproved any of the theories of the ancients, but rather to have enlarged upon them, added to their number, and established their certainty. After the ancients—a very long time afterward—the next step forward was taken in South America. To a villager of Malacotos, in Ecuador, we owe the discovery of the efficiency of Peruvian bark as a cure for malarial fever—or, as we should more correctly term it, an antidote. This became known in Europe about 1640, and acquired fame after it had been used to alleviate the agues of Louis XIV. In 1820 two French chemists separated from Peruvian bark its essential alkaloid, quinine. Still, after the lapse of two and one-half centuries the bark or its alkaloid are the accepted specifics against malarial fevers. By experimenting with the use of these drugs it was found possible to separate with greater precision the different types of fever and determine the periods of attack.

To the story of malaria another chapter was soon after this contributed by British military and naval surgeons, at a time when British ships were exploiting all waters. These found malarial fever to be common in all tropical and subtropical countries—that it was an enemy likely to be encountered almost anywhere. They added their affirmation to the theory that soil as well as water held the fever poison. About the middle of the last century, however, when biology became a favorite study, and the microscope a more perfected instrument, the granules of what is now called malarial pigment were found in the blood, and these pigment granules were found to be the refuse matter of innumerable little parasites, which, living within the blood, caused disease. Almost at the same time that this discovery was made, Pasteur, Koch, Lister, and others were discovering that bacteria were the cause of anthrax, tuberculosis, cholera, typhoid, and leprosy.

The two great discoveries mark together an epoch in history. The essential difference between them, briefly stated, is that malarial germs are protozoa, or the lowest form of animal life, while the bacteria represent the lowest form of vegetable life. By close study of the processes followed by the parasites of malaria, it was found that their capacity to reproduce themselves was almost unending, but that it kept to the order of successive generations; and just as all the stalks of corn in a field which was sown at one time reach maturity together, so do the members of the same generation of malaria parasites. The shell of the blood corpuscle which has held the growing parasite bursts when it reaches maturity, and allows it spores to fall into the fluid of the blood, and these again fasten themselves on other corpuscles and begin to germinate in their turn. Millions of parasites will liberate their spores at the same time, and it will be precisely at this time that the patient will be attacked with the ague fit, followed by fever. As some of the spores take seventy-two hours to reach full development, the next attack of fever will not take place until the third day; as another type develops within forty-eight hours, the attacks occur every other day; and those which sporulate every twenty-four hours produce the quotidian fever. It is possible, though perhaps not usual, for one patient to harbor all three varieties at one and the same time.

Mrs. T. P. O'Connor, wife of the Irish advocate of home rule, is said to be convinced that English women will have the full right of parliamentary suffrage within the next seven years. Mrs. O'Connor was a Texas girl, has lived for 32 years in England and is now on a visit to her native country.

Fourteen Years of Pain

MRS. G. H. LA BEAUMME

Mrs. G. H. La Beaumme, De Soto, Mo., praises the wonderful health-giving qualities of Duffy's Pure Malt Whiskey.

For Fourteen wearisome Winters Grip and the "tired feeling" were her constant companions. Duffy's restored her to vigorous health.

In gratitude Mrs. La Beaumme writes:

"I have been a sufferer from Grip for 14 Winters. When cold weather set in I would have those miserable aching pains, and a tired feeling which never left me till warm weather. Just before Xmas last I had a terrible time with Grip and a cough, also a severe pain in my left side. I had often been advised to try your Malt Whiskey, but as I had often tried various remedies, I was skeptical and concluded there was no relief. However, as I was made a Christmas present of two bottles of Duffy's, I used it, and before I had finished using them I felt so much better that I used four more bottles, which stopped the aching pains, the cough, the pain in my side, and made me feel like a new person generally.

"I have recommended Duffy's to my friends, who are now using it. I shall always have some in the house, for it has certainly done wonders for me."—Mrs. G. H. La Beaumme.

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is an absolutely pure distillation of malted grain; great care being used to have every kernel thoroughly malted, thus destroying the germ and producing a predigested liquid food in the form of a malt essence, which is the most effective tonic stimulant and invigorator known to science; softened by warmth and moisture its palatability and freedom from injurious substances render it so that it can be retained by the most sensitive stomach.

If you wish to keep young, strong and vigorous and have on your cheeks the glow of perfect health, take Duffy's Pure Malt Whiskey regularly, according to directions. It tones and strengthens the heart action and purifies the entire system. It is recognized as the great family medicine everywhere.

CAUTION—When you ask your druggist, grocer or dealer for Duffy's Pure Malt Whiskey be sure you get the genuine. It's the only absolutely pure medicinal malt whiskey and is sold in sealed bottles only; never in bulk. Look for the trade-mark, the "Old Chemist," on the label, and make sure the seal over the cork is unbroken. Price $1. Write Dr. R. Curran, Consulting Physician, for a free illustrated medical booklet and free advice. Duffy Malt Whiskey Co., Rochester, N. Y.

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Licorice Root	8 Grains	Pokeroot	1 Grain
Cinchona Red Bark	6 Grains	Iodid of Potassium	4 Grains
Buckthorn Bark	4 Grains	Glycerin, C. P.	3½ Drachms
Stillingia Root	4 Grains	Flavoring	Oil Sassafras, Oil Wintergreen
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