THE MORNING OREGONIAN, WEDNESDAY, MAY 14, 1902.

to the effect of this fair upon the welfare

SOUTH AFRICAN HEAVY SHIPMENT OF WHEAT AND

FLOUR BY PORTLAND FIRMS.

Exports From Oregon and Washington Will Exceed 1,500,000 Bushels-Steamer Seahome Sold.

The failure of the Australian wheat crop has let Oregon and Washington wheat exporters into the South African field on a larger scale than ever before The British ship Deccan, the 17th vessel for Bouth African business from the Paclific Northwest since the opening of the season, was yesterday chartered by the Portland Flouring Mills Company, of this city, to load at Tacoma. The fleet already cleared this season has carried in wheat and flour nearly 1,560,090 bushess. Port-

land has sent out more wheat than was dispatched from the Puget Sound ports, but flour shipments from Tacoma and Se-attle were heavier than they have been from Portland. The Deccan is the third from Portland. The Deccan is the third ship for South Africa for the Portland Flouring Mills Company: Balfour, Guthrie & Co., have dispatched 5; Kerr, Gifford & Co., seven, and the N. W. W. Co. have dispatched one, and have another under charter to lond. The vessels already classed for points at the Cane of Good charter to lond. The vessels already cleared for points at the Cape of Good Hope since the opening of the season are as follows:

	Wheat,	- 357
Veanch-	bush.	
Lady leabella	11,200	0.9
Toule Pastner	98,600	- 13
BOSSURI	*************	1
Earl Cadogan		1.7
Inchcape Rock	** 00,000	1.1
ACTINE ONWHIG ACCOUNTS AND	** ******	1.3
Odderjaa	- 1,000 71 737	1.7
Northern Monarch	+A,101	1.3
Northern Monarcu		3
Cumbrian	.,110,837	
Penrhyn Castle		1
Macdiarmid		12
Pax	** 00,700	12

143,591 Totals The first six-mentioned vessels cleared from Portland, and the others from Seattle and Tacoma. The Lady Isabella, Earl Cadogan, Agnes Oswald, went to East London; the Louis Pastuer, Bossuet, La Fontains and Pax to Cape Town; the Fontaine and Pax to Cape Fown, ins Incheape Rock to Algoa Bay; the Od-derajas, Northern Monarch, Cumbrian, Penrhyn Castle and Macdiarmid to Dur-ban, and the Avenger to Port Elizabeth. Most of the ships from Portland also too consignments of canned goods. Those still under charter for this season loading addition to the Deccan, are the Senator and Arctic Stream, the latter being-ready

A LEAF FROM THE PAST.

Relic of O. S. N. Co. Again Changes

Owners on Puget Sound. The old steamer Seahome has once more passed on to new owners, Dodwell & Co., who have been operating her on Fuget Sound, disposing of her and the State of Washington to the Pacific Coast Steamship apany, who will probably keep her on Company, who will provide the set of the Bellingham Bay route. The Seahome began life on the "middle river" as the 0. S. N. steamer Mountain Queen, over 25 years ago. She was launched at The Dalles, March 15, 1877, and the same day the wrecked steamer Daisy Ainsworth, which had been hanging to a rock at the which had been hanging to a rock at the Upper Cascades, broke away and drifted over the rapids to the lower river. The steamer was in command of Captain Mc-Nulty and J. W. Troup and Fred Wilson the greater part of the time while she was on the middle river, and when the comple-tion of the railroad in 1522 put the steamsats out of business, Captain James Troup and Engineer Peter de Huff brought her over the Cascades to the lower river. She came over June 6, 1882, making the run in 11 minutes, which was a little slower than the time of the R. R. Thompson, which came over three days earlier, Soon after coming down she was placed

on the Astoria route, in command of Captain Clark W. ("Woody") Sprague. Other masters who handled her on the Astoria route were Sam Colson, now on the Ocklahama; Henry Kindred, now on the Port of Portland dredge; John W. Babbidge, owner of the steamer Miler, at Astoria: John Gore, now superintendent of Canadian Pacific steamers on the Up-per Columbia, and others. The steamer ras rebuilt as a side-wheeler in 1889, and sent around to Puget Sound, where she has since ran on every prominent route out of Seattle and Tacoma. She is now 25 years old, but it is hardly probable that in the last 20 years of her life she has carned as much money as she piled up for her owners in the first five years of her existence, when Columbia River steam-boating was in the height of its glory.

TRADE a new force of boatbuilders from Port-innd and allow them the regular nine-hour schedule. Launches to Be Taken to Alaska. The sale of the launches Sylph and Eagle to the Iacific Packing & Navigation Company has been formally closed and arrangements are now being made b take both insunches to Puget Sound and later to Southeastern Alaska, where they will be used as cannery tenders. On the trip Capitaln M. D. Staples will command the Sylph to Puget Sound and Captain Enoch Peterson the Eagle.

Will Be Fastest in Her Class on River Captain John Reid today purchased the hull recently built at the Graham yards for the Charles F. Beebe Company, and will equip it with a 30-horsepower gam-line engine. She will be ready in about a week, and will go into service in attend-ing to the shipipng in the harbor. He will also build another launch 57 feet in length and 12 feet beam. She will be equipped with a 68-borzepower gasoline engine, and will be the largest and fastest boat of her class on the Columbia River.

Bound for the Coronation.

VICTORIA, B. C., May 18 .- The steame Empress of India reached port today with 131 saloon passengers and 508 Chinese. Included among the passengers were many bound to the coronation, among whom were His Excellency Prince Vi Chai Kak, second cousin to the Corean Emperor. and Mr. Yi, Mr. Ko and Mr. Kim, accom-panying him, the party being escorted by H. Goffe, Britiah Minister to Chemulpo.



Boy, W. E. Smith.

Pelham Warren, C. M. G., British Consul- Telegraph Company-got back \$\$ per cent. General at Shanghal, was another passenor all but 7 per cent. of their money.

German Steamer Wrecked.

ger.

VALPARAISO, Chile, May 12 .- The Gertions from states, though in most innan steamer Sakkarah, Captain Plening, has become a total loss at Huamblin Island, off the coast of Chile. The fate of the crew and passengers is not known. The cargo of the veneel included \$1,500,-600 in gold specie, which was being remit-ted by the Chilsan Government. The Saknot into the hands of the fair management, though they contributed largely, karah left here April 24 for Hamburg.

(The Sakkarah belongs to the Comos line of Hamburg. She was last reported at Valparalso March 25. She was a vessel of 9550 tons, and was built at Newcastle, England, in 1897. Her dimensions were: ingly. The County of Douglas gave \$15,000. The City of Omaha gave nothing out-Length, 375 feet; broadth, 46.5 feet; depth, right, but contributed to the "parking" of 17 feet.) the fair grounds. To her original sub-

Rill Denies & Report.

scription of \$10,000, above referred to, Iowa gave \$20,000 at a later time. Illi-ST. PAUL, May 12 .- President J. J. Hill tonight denied a London report to the ef-fect that he had purchased 13 ships of the nois gave \$45,000 for a state building and several other states gave in a small way China Mutual Company, plying between San Francisco, Liverpool and the Orient. Sald Mr. Hill: "It is an elsurd story on the face of it. Old ahips cannot be oper-ated profitably. I have plenty of ships alroady, with new ones building, and do not need to purchase from other compa-tion. under this principle. Nearly every Western State, including Oregon, made some sort of appropriation for an exhibit, and as an exposition of the country west of the Mississippi River the fair was en

(Continued from First Page.)

BIG

IN

ater time paid the expenses of an "Indian Congress," which proved to be one of the very unique and interesting features of the exposition - something like \$45,900 more. The local subscriptions from first to last footed up something like \$400,000; but in this must be reckoned the subscrip tions of the several railroads which center at Omaha. The Chicago & North-Western gave \$30,000, and this subscription was duplicated by the Burlington. The Union Pacific gave \$30,000, the Rock Island \$30,000, the Milwaukee \$10,000 and the Missouri Pacific \$15,000. The Western Union Telegraph Company gave \$5000. All the sub scriptions were asked on a stock-taking basis, but there was so little faith in the enterprise, from a business point of view, that all, with the exception of the Rock Island road and the Western Union Tele-

graph Company, were made as donations, the companies fearing that if they became stockholders in the fair company it would involve them in deficit responsibilities. In the final settlement, the two companies which took stock-the Rock Island railrond and the Western Union

FUNERAL OF

TODAY.

OLD RESIDENT OF

WASHINGTON COUNTY

HILLSBORO, Dr., May 13.-The

funeral of Rev. W. E. Smith, Coun-

ty Judge of Washington County in an early day, will be held at his

esidence in this city tomorrow

Mr. Smith died from general debil-

ty. Ohio, March 11, 1817. He was

a man of much ability, and before

coming to this place was Judge of

in 1864, and had resided here con-tinuously since. He had been a

Methodist minister for many years,

was married to Miss Nancy Adams,

was married to Miss Nancy Anama, in Licking County, Ohio, in 1837. To this union 11 children were horn, three of whem are living.-Dr. Clark Smith, of Santa Cruz, Cal.; Mrs. M. A. Cornelius, of Cornelius, and Mrs. E. C. Cornelius, of Salem. In 1880 Rev. Mr. Smith was egain married, this time to Miss Marj F. Marker who survives hir

. . .

In addition to these general sources of

ncome there were several large contribu-

Marker, who survives him

and adhered to the old school.

county in Ohio. He settled here

He was born in Fairfield Coup-

- 32

He

FAIR of the city. I have talked with all classe -bankers, railroad men, editors, the Chief of Police, ministers, the barber who shaved me, the clerk at the hotel and the black boy who served my dinner. All bear witness to one fact, namely, that the exposition was the beginning of better times

for Omaha. Far the most comprehensive report came to me in the course of a long talk with Mr. Edward Rosewater, the editor and publisher of the Omaha Bee, the principal newspaper of Nebraska and one of the most notable publications in the country. Mr. Rosewater was one of the originators of the exposition, a member of its administrative board (there was no director-general), and altogether the leading spirit in the venture from start to finish. "The enterprise was conceived," Mr. Rosewater said to me this morning. "as a means of giving our people something to do and something to think about besides their misfortunes and embarrassments. It was absolutely necessary that something should be done to revive public

offdence and stimulate the ambition and hope of our people. Business and industrial conditions had come to be almost desperate, and it was actually necessary to do something to keep multitudes of people from pulling up stakes and aban-

doning the country. The drouth had hit us, the break-up of the boom had hit us, the general business stagnation had hit us, Populiam had hit us. The fair seemed the only thing big enough and general enough to appeal to the popular imagination. It was hard to get started, but it was comparatively easy after it got started. Almost immediately the effect sought for in its inception was accomplished. There were some who held back. but the great mass of our people took hold earnestly and hopefully. The two and a half years of preparation were good years, whereas we had looked for bad years. Times were still flat, but there was something ahead to work for and to hope for, and the effect upon the public mind and the public energy was almost immediate. Business picked up in a small way from the start. Indeed, the conditions were such that the city might easily have fallen into extravagances if there had been the available means for doing

it. But we were still poor; money was not to be had for speculative ventures; and so we were saved from the wastes which some other exposition cities, have suffered through overbuilding.

"The fair year was, of course, one of great local activity-the first good year Omnha had had since 1853. The fair seemed to put us on our feet all round. It brought Omaha out of the hard-times slough a good two years ahead of its sister cities in this part of the country. Not only did we get out of it this spiendid general result, but most of us-all who had faith enough in the venture to make their subscriptions in the form of a stick

purchase-got our money back, or most of it. I, for example, subscribed \$5000, and stances the sums thus given were exat the wind-up received the check of the pended under the direction and responsifair company for \$4850. And there were mility of special commissions, and came no afterclaps. The predictions which were freely made that at the end we should find ourselves loaded up with unof course, to the general interest and the mployed and disheartened people didn't uccess of the enterprise. Nebraska was work out. No distress, no hardship, no under Populistic rule at the time, and all period of business reaction followed the that could be got from the Legislature fair. In every respect it was a public was \$100,000, and even this came grudgblessing."

. . . I had much further talk with Mr. Rose water with reference to the projected fair at Portland; but this letter has already reached reasonable limits, and Mr. Rosewater's counsels are good enough to wait for another writing. A. H.

PERSONAL MENTION.

Mark H. Savage, of Salem, spent yesterday in Portland. Reagles, U. S. A., of Fort

Each had service in the Army during that conflict. The meeting was most cord and old times were talked over galore. rdial J. Kincade, of this city, who has been a. Allocate, of this city, who has been spending a year at Los Angeles, teaching professors and pedagogues his discoveries in the way of shortening methods of working problems in higher mathematics, has returned home. He says he is weary of sternal sunshine and dust, and his webs began to crack and be very painful and he longed for showery weather, green grass and beautiful roses, to say nothing of Bull Run water, and so came back. CHICAGO, May 13 .- Albert Tozier and

Mrs. Neille Tozler Cox left for Portland tonight, after having secured additional press indorsement for the Lewis and Clark Fair.

NEW, YORK, May 13 .- Northwestern people registered at New York hotels to-day as follows: From Portland-A. G. Tabb, at the Grand.

From Medford, Or.-E. E. Gove, at the Imperial. From Tacoma-F. A. Rice, at the Nor-

mandle

PRESERVATION OF DEAD. A New Embalming Process Which

Seems to Solve the Problem. London Telegraph.

An interesting demonstration is now being given at the examination hall of the Royal College of Surgeons of a wonderful machine invented by a Belgian doctor for preserving the against the natural law of decay. dead Hi apparatus effects a subtle chemical change in the tissues of the dead body, which make it impervious to decomposition. What the change is even scien-tiats cannot exactly say. They know enough, however, to assert that it delayed aimost indefinitely the dissolution into dust and ashes. This is the latest as it will be the most varied development in will be the most useful development in

the ancient art of embaining. Its method is more wonderful than any yet discovered, because no implous hand need touch the dead. In the more mate-rial sense, nothing is done to the body by handiwork; it is simply subjected to air heavily charged with the pungent chemical known as formaline. This air penetrates the whole body, and, in the course of time, makes the tissues in-soluble and the stomach and other organs sterile. Thus decay is arrested without visceration. In a word, the dead are given a new life.

Proof of it can be seen today in Brussels. There, in the public mortuary, are coffined dead bodies changed by formaline into something which resists natural decay. Constant exposure to the air, which but for experimental purposes could have been avoided, has had but one result. It has changed the skin from the pallor of death into a slightly brown color through desiccation. One of these machines is now in London for demon-stration before the Royal College of Surgeons. All the leading pathologists in London have investigated the new system, and it is understood that they are satisfied that the great problem of preserving the dead has been entirely overcome.

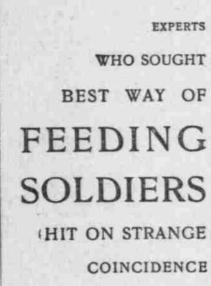
Spanish Crisis Postponed.

MADRID, May 12.-Senor Canalejas, the Minister of Agriculture, has consented to retain his portfolio until after the aucession of King Alphonso. Senor Canalejas disagrees with the government in its polley of coming to a compromise agreement with the Vatican on the question ligious orders. A' serious political crists is only postponed until after the festiv-ties attending the coronation of the King.

AT THE HOTELS.

THE PORTLAND.





OF SCIENCE

The United States Government feeds the soldiers at its army posts with care. Experts, after many tests, and much careful figuring, determined that the right garrison ration was one that gave a certain proportion of flesh-and bore-making material with a certain proportion of working force. When they had it figured down to exact percentage, with small fractions behind the decimal point, somebody brought out the scientific report on the nutriment in Scotch Oats and showed that the "ideal ration" was so close to army Scotch Oats (the oats with / the Piper on the package) that the experts might have saved their trouble. Brought down to simple figures, Scotch Oats gives two units of building material and nine units of work-ing force. This is nearly twice as much building material, in proportion, as wheat, which gives only one unit of building material, to every seven units of working force. Scotch Oats is a better balanced food. The whole United States Army might live for an indefinite time on Scotch Oats, without needing other food.

11

O L Lebell, Cowilits M Ross, Knappa C G Ross, Knappa C G Ross, Knappa R G Riker, city M N Grant, city G S Gauber, Hubbard J J Chas Blies J Jacobe, La Center Chas Sliva, Raniles W T Marsh, Cathlamet F S Reese, Sloux City F S S Reese, Sloux City F S Mallory, Seattle Geo S Young, Harvard, II J J Emmons, Eugene

A Medicine for

Old People.

Rev. Geo. Gay, Greenwich, Kas, is past 83 years of age, yet he says: "I am enjoying excellent health for a man

am enjoying excellent health for a man of my age, due entirely to the rejuven-ating influences of Dr. Miles' Nervine. It brings sleep and rest when nothing else will, and gives strength and vital-ity even to one of my old age."

"I am an old soldier," writes Mr. Geo. Watson, of Newton, Ia., "and I have been a great sufferer from nervousness, vertigo and spinal trouble. Have spent considerable money for medicine and doctors, but with little benefit. I was so bad my mind showed signs of weak-ness. I began taking Dr. Miles' Nervine, and I know it saved my life."

Dr. Nervine

Saved me from the insane asy-lum," Mrs. A. M. Heifner, of Jerico Springs, Mo., writes. "I was so nerv-ous that I could scarcely control my-self, could not sleep nor rest, would even forget the names of my own children at times. I commenced using Dr. Miles' Nervine and it helped me from the first, and now I am perfectly well."

Sold by all Druggists on Guarantee.

Dr. Miles Medical Co., Elkhart, Ind.

BY WIRELESS TELEGRAPH.

Progress of an Ocean Race Noted From a Distance of 50 Miles.

Wireless telegraphy has infused a net interest in racing between the Atlantic ocean liners, and the last trip of the Lucania and Philadelphia to New York was a very interesting one. The New York Herald tells of the contest in the following language: "Imprimia, ocean racers never race

This can be taken as authoritative, for every trans-Atlantic captain always vigsly denies that his vessel has ever tried to outdo another in the way of speed. So it came about that the Lutried to cania, champion of the Cunard line, and the Philadelphia, which has been making many pretentions to fast going since the emplacement of her powerful engines, did not "race" this trip-merely made un-usual enorts to see which would get there

Perhaps neither did race, but the Lucania managed to make the fastest pas sage that she has made in four years, while the Philadelphia, "running like a scared wolf," as one of her junor officers phrased it, came panting into port a bit astern of the triumphant Cunarder, but with one of her own records broken, "A full 50 miles of blue Atlantic was

washing between the two vessels when they got in wireless communication Tues-day night. An exchange of positions showed that they were almost abeam-peck and neck, as it were. The Lucania had merely been jogging along that day, making 527 knots, while the Philadelphia had managed to reel off 402 knots. On the next day the American liner put 503 knots to her credit, while the Cunarder's accelerated speed showed 539. On the following day the Phliadelphia was going so fast that she broke her own best record for a single day's run, traveling 507 knots, as against her previous best exploit of 504. The Lucania's run that day was 530.

"The Cunarder gradually drew away from the American liner, but could not draw far enough away to run out of the radius of wireless communication, and the two operators talked all the way to port the Lucania's operator making cheerful references to towlines, while the Pi...adelphia man talked of records that were go ing to smash most any minute."

STRIKE AT BOATYARD.

Astoria Men Demand a Nine-Hous Day-Wages Satisfactory.

ASTORIA, Or., May 12-A strike oc-curred at the Leathers boatyard last even-ing, and the plant is closed down, pending a settlement. The men demand a nine-hour day, but make no request for an increase in wages. Mr. Leathers says the men gave him no notice, but quit work when he was building a steamer which he had contracted for under the 10-hour he has contracted for under the h-hour schedule. He pays the union scale of wages, and says he has no objection to a nine-hour day, providing he is given an opportunity to make his contracts accord-ingly. What Art. Leathers intends to do to effect a settlement is not known, but he intimated tolay that he would secure

nies."

A Doubtful Story.

VICTORIA, B. C., May 11. - Definite news of the fate of the British warship Condor is given in a letter written by Robert Marshall, a boatpuiler on the sealing schooner Mary Taylor, to his brother, a resident of Metchosin, near this city. The letter gives no details, but mays that the Condor foundered on the night of De-cember 3, and adds: "It was too rough to get near her."

Tillamook Bate War.

TILLAMOOK, Or., May 12.-The rate war between the Pacific Navigation Company and the Nehalem Transportation Company is still on, with the result that the steamers Sue H. Elmore and George R. Vosburg are making two trips each a week, which is something new in the history of Tillamook, and which enables the reamcries to get their butter to market in good condition.

Overdue Steamer.

LONDON, May 13.-A dispatch received here from Lloyds' agent at Rangoon. British Burmah, says that the British steamer Camorata, from Madras, which is stated to have 650 passengers on board, is eight days overdue.

Foreign and Domestic Ports.

ASTORIA, May IL-Sailed at 5 A. M .-Steamer Geo. W. Elder, for San Francisco. Sailed-Steamer Eimore, for Tillamook Ared-Steamer Boshuen, from Tillsmook, Conouth; weather cloudy. Queenstown.-Arrived May 12-British ship

Queenstown.-Arrived May 12-British ship Thornliebank, from Portland, Ban Francisco.-Sailed at 6:30 P. M., May 12 -Steamer Aberdeen and barkentine Gleaner, for Portland. Sailed at 11:50 A. M., May 13-Steamer Columbia, for Portland. Hong Kong.-Arrived May 12-British steam-er Indrapura, from Portland. Tacoma, May 13.-Strived-Schooner Soquel, from Elakcier, Sailed-British bark Peter Ire-dale, for Queenstown: British ship Arctic Stream, for Delagon Bay; schooner Mackinaw, Witzeman, for San Pedro; steamer Mackinaw.

Vitzeman, for San Pedro; steamer Machinaw

for San Francisco. Seattle, May 12.—Arrived-Steamship Oscar, from Victoria: schooner Alles, from Astoria. Salled-Steamship Dirigo, for Stangway, steams-ship Meteor, for San Francisco; steamer Min-sola, for San Francisco; steamer Hertha, for Valde

New York, May 12 .- Arrived-Kaiser Wil-

New rors, and Peamen, San Prancisco, May 13.—Balled-Steamer Ca-lumbia, for Astoria; sceamer Grace Dollar, for Gray's Harbor; steamer Mandalay, for Coquille River; steamer Newburg, for Beattle. Seattle, May 13.—Balled-Steamer Bertha, for

Vaides -Arrived May 12-Schooner Volant. from Sail Francisco for Cosmopolis. Salled-Schooner Esther Buhmie, from Abtrdeen for Mexico; schooner Jennie Thelin, for Han Fran-

cisco. Rotteriam, May 13. - Arrived - Bhyndam, from New York, via Boulogne-sur-Mer. New York, May 12. - Arrived - Trave, from Genon and Naples, Salled-Bovic, for Liver-pool; Patricia, for Hamburg, via Piymouth and Chachener.

and Cherbourg Antwerp, May 11.-Arrived-Glenesk, from

Antworp, May 11-Arrived-Unchess, Hom-Tecoma, via Liverpool. Hong Kong, May 12-Arrived-Indrapura, from Portland, Or. Hamburg, May 13.-Arrived-Pretoria, from New York, via Piymouth and Cherbourg. Bremen, May 13.-Arrived-Kronprint Wil-heim, from New York, via Piymouth and

Cherbourg.

IF TIRED, RESTLESS, MERVOUS, Take Horsford's Acid Phosphate. It duiets and strengthens the nerves and brain, restores the appetite and induces refreshing sleep. Strengthens permanently,

"Did you win a prize at the horse show?" "You bet I did, Will you he my best ---an?"--Harvard Lamboon.

tirely creditable. First and last, the cost of the fair was approximately \$2,500,000; and left a sufficient balance to return the original subscriptions, almost dollar for

dollar. The fair opened its gites June 1 and closed them November 1, and in this perlod of five months the aggregate admissions were about 2,600,000, of which about one-fifth were free, and a considerable

proportion of those who paid-school children and the like-did so on a low basis. Iowa and Missouri were far and away the largest patrons of the fair. Nebraska, curiously enough, gave it less

patronage in proportion to population than did either of the states mentioned. The attendance from Chicago was considerable and there was a good deal of coming and going, from the other states of the East, but viewed largely, the support of the fair came from its own field.

. . . At the heginning a mistake was made in

the selection of a site. A situation some four miles out of town was first chosen, and it was not until some little progress had been made toward its preparation that, upon sober thought, it was decided to bring the fair within a mile and a half of the business center. This change, in

the judgment of those best entitled to render judgment, was the main circumstance which contributed to the success of the enterprise. The Fair Association put up nine con-

siderable buildings-a building of Mines and Mining, at a cost of \$30,000; Art, \$50,-900; Electrical and Mechanical, \$35,000; Agricultural, \$50,000; Forestry, \$15,000; powerhouse, \$70,000; Horticulture, \$35,000; Auditorlum, \$30,000; transportation shed, \$15,-000. In addition to these structures, which were large and of a temporary but showy kind, the company built some seven of eight small structures at an aggregate cost of about \$10,000. About \$35,000 was spent in digging an artificial lake and in laying out the grounds, making roads, etc. This was not by any means the whole of what went to make up the Fair City.

Several states put up special structures for their exhibits, and private business enterprises contributed no little toward the making of what proved to be a very complete and adequate equipment for the general purpose of the fair. The Midway was wholly constructed by the people who went into it for direct profit, and while done in the cheapest way, it turned out

to be an attractive feature of the fair architecturally as well as in other respecta. One of the first difficulties encountered

was the Sunday question. lows, Missouri, Nebrasks and Illinois are the storm center of a very earnest and old-fashioned piety, and there was an element, large in numbers and of the highest respectability.

which demanded that the exposition gates should not be opened on Sunday. The matter quickly grew into something of a contention, but before feeling reached the boiling point a settlement was made on the compromise basis-the doors not being opened on Sunday until after the morning church hour-1 o'clock. After this arrangement was made the Sunday lesue

gave no further trouble, the plan working to the general satisfaction. . . .

Stevens, is at the Portland. Alex. Hudson, of Pendleton, is in the city on business, and is at the Perkins.

Superintendent of Fublic Instruction J. H. Ackerman was in Portland last even

Judge J. J. Murphy, clerk of the Supreme Court, was in Portland yesterday from Salem.

J. M. Arthur and wife are up from their place at Driftwood, on Long Beach, and are at the Imperial.

A. B. C. Denniston, of Seattle, general Western passenger agent of the Gr. Northern, is registered at the Portland,

Peter Kerr, of the firm of Kerr, Gif-ford & Co., returned yesterday from an extended trip through California and New Mexico.

Captain W. J. Riley, who has been quite seriously ill and confined to his home for about two weeks, was ble to get out and

down to business yeaterday. J. M. Hagerty, a mining man, of Okan-ogan, is at the Imperial. Mr. Hagerty was formerly engaged in the real estate business, and is well known here.

Carl Spuhn, president of the Alaska Oil & Guano Company, leaves this morning for Killisnoo to superintend the operation for Killisnoo to superintend the operation of the company's business there for the

E. A. Blackmore, formerly purser of the steamer Mascot, but now engaged in the merchandising business at Ridgefield. Wash., is in the city for a few days on

E. M. Lafore, a well-known citizen of Salem, passed through Portland yester-day on his way to spend a week or so in Fastern Oregon, on business and pleasure combined.

C. H. Leonard, attorney at Burne, Harney County, is visiting Portland. While here he has negotiated the purchase of large tracts from the Williamette Valley & Cascade Mountain Wagon Road Company Mrs. C. B. Wade, of Pendleton, presi-dent of the Oregon Federation of Wom-

en's Clube, has returned from Los An-geles, where she attended the National Club Convention, and is registered at the Imperial. Dr. T. W. Harris, of Eugene, who is at

Dr. T. W. Harris, of Lagene, who is at the Imperial, is chairman of the Second District Republican Congressional Com-mittee, and father of L. T. Harris, who is a candidate for re-election to the Legislature.

D. S. K. Buick, an old resident and prominent citizen of Roseburg, is in the city on business. He does not visit Port-land so often as he used to, but still has many old friends here who are pleased to meet him.

Colonel W. H. Heuer, United States encolone w. H. Heuer, onical states en-gineers, of San Francisco, is at the Port-land. Colonel Heuer has been stationed at San Francisco for a number of years, and supervised the construction of a number of important Government works.

R. J. Hendricks, editor of the Salem H. J. Hendricks, editor of the Balem Statesman, was in Portland on business yesterday. He says the Republican ticket will win by a safe majority in Marion County. He expects a few Republicans to vote for Chamberlain, but the number of these will not be large enough to make any material difference.

any material difference. E. H. Greppin, of Los Angeles, manager of Binko, Moffitt & Towne, is at the Hotel Portland. Mr. Greppin had not been in Portland for 13 years, and he is greatly impressed with the progress of the city since his former visit. He predicts that if he stays away another 10 years Poruand will be a city of 200,000 inhabitants.

will be a city of 200,000 inhabitants. A very pleasant meeting took place yes-terday between Dr. James W. Reagles, post surgeen at Fort Stevens, and Colo-nel R. W. Mitchell, Neither had seen the other for nearly # years. Both belonged to a cadet company in Scheneciady, N. Y. just before the outbreak of the Civil War.

There is but one opinion in Omaha as

Columbia River Scenery .- Regulator Line steamers, Dalles, Cascade Locks and return daily, except Sunday, from Oak-st.

THE PERKINS.

return daily, except Sunday, from Oak-st. THE PERKINS. H Crotts, St Joe, Mo A Barger, Spokane A B Moss, Payette C A Wolt, Wash, D C Calex Budson, Pendletn Anson Woods, Weston J H Reeves, Mitchell S E Wasnon, Lexing-ton, Or Chas J Phelan, Rich River, Wyo T J Murray, San Fr-River, Wyo T J Murray, San Fr-L E Duvil, Olympia Dan Weaver, Olympia G W Mite, Everiti Mrs G Ranberger, do G W Riddell, Dalles W J Fritts, Lyona, Wo D R Dever, Olympia Mrs Polinderter, do Besute Baker, do H F Vestrick, do Harvey Baker, do H Sultina, Seattie Mrs A B Braddick, do Mrs Irvine, Arlington Miss Irvine, Arlington Miss K Kennedy, W W H W E Herren, Suits-C A Kenneider, Car-den City Kan dan Wiley, Cal Ness, S Joakes, dook H S Witte, Stearto C M Shute, Corposed Mrs S M Philpot, Hambold, Mrs S M Philpot, Hambold, Mrs K Kennedy, W W H W E Herren, South C A Schneider, Car-den City Kan Caseade Locks, Return daily, Oaks,t dock

Regulator Line Steamers, Dalles Cascade Locks, Return dally, Oak-st, dock

CARCEGE LOCKE. FUTURE CALL THE IMPERIAL C. W. Knowies, Manager. N B Clough, Vanovr. T M Spinning, Seattle Go D Stewart, Synacuse John T Hail, Marshidd D J Hanns, eity D H Sider, Cal D H Sider, Cal D H Sider, Cal M's Hammer, Wilbur Mrs Hammer, Wilbur Dr Farrest Herdien, Chicago Mrs Forrest Herdien, Chicago Calculation of the seattle C. W. Knowies, Manager. Manager. Marshidd D J Hanne, Cal M's Wailse: Christian, Ta-coma Con A Stevenson, do Harris, Eugene Mrs Kenter, Stevenson, do Harris, Eugene Mrs Kenter, Callow Marshidd, Callow Mrs Hammer, Wilbur Co A Stevenson, do Harris, Eugene Mrs Kenter, Stevenson, do Mrs Forrest Herdien, Chicago

W L. Whiting, city Dr Farrest Herdien, Chicago
Mrs Morrest Herdien, Galva, III
A J Mesmer, Brooklyn
Mrs Mesmer, 60 F C Heubner, N Y
Mrs Mesmer, 60 F C Heubner, N Y
Mrs Mesmer, 80 F C Heubner, N Y
Mrs Ra A Booth, Eugene
W Settlemiser, Wood, burn
Mrs Settlemiser, 40 Jas T Moyian, Car-roliton
Mrs Harry Bracs, Seatle
Geo W Young, San Fr
Mester Arthur, Portland
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M Arthur, Portland
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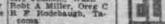
American plan. Rates, \$3 and up.

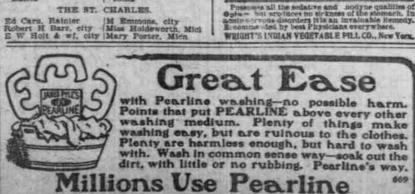
Donnelly Hotel, Tacoma. European plan. Rates Mc and up.

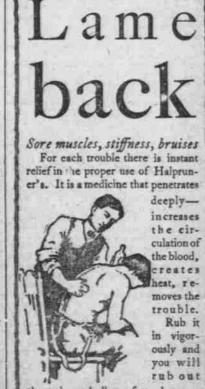




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