

LEWIS & CLARK CENTENNIAL SITE AT UNIVERSITY PARK

A great many people in Portland seemed to be irritated over the delay on the part of the Board of Directors in selecting a site for the Exposition. Hasty action in such matters is never wise, and in this case delay and deliberation has been exceptionally fortunate. Every one has had his say in one way or another, and when he got through arguing the case with himself he was thoroughly convinced that there was only one place that had all the requirements for a site for a great exposition. From the beginning there was but one objection offered to University Park, and that was on account of its distance from the center of the city. Closeness does not always mean accessibility. When the directors and others placed a rule on the map of the city and found that University Park was 2 1/2 miles further from the center of the city than Hawthorne Park or City Park, they concluded without further investigation that University Park was too far out. But when they found on investigation that large crowds could be conveyed more quickly and more comfortably to University Park than to any other site offered, the only objection melted away. There is no question about a boat ride in the clean, pure air, without dust and crowding, is far more pleasant than any other means of transportation. It is only a 15-minute ride by boat from the center of Portland to the landing at University Park. It is only 10 minutes' ride by the O. R. & N. from East Madison street to the station at University Park. It is about 12 minutes' ride from the Grand Central Depot to the University Park site. By any street-car line running there it will be not to exceed 20 minutes from East or West Side, and it will require about the same time to drive there by boulevard. No other exposition held in the United States could be reached in a shorter time, except Charleston, which was only a small affair in a small town. Thousands of people who will attend the Exposition here will see for the first time an ocean-going vessel, and will for the first time have an opportunity to ride on a steamboat. To such people these pleasures will be no small part of the Exposition. Ninety per cent of our visitors will have, on arrival here, no conception of the extent of our harbor or the value of our commerce, and there is no better way to impress these facts on their minds than to carry them daily beneath the mast. Below University Point the river is wide and the channel deep, and

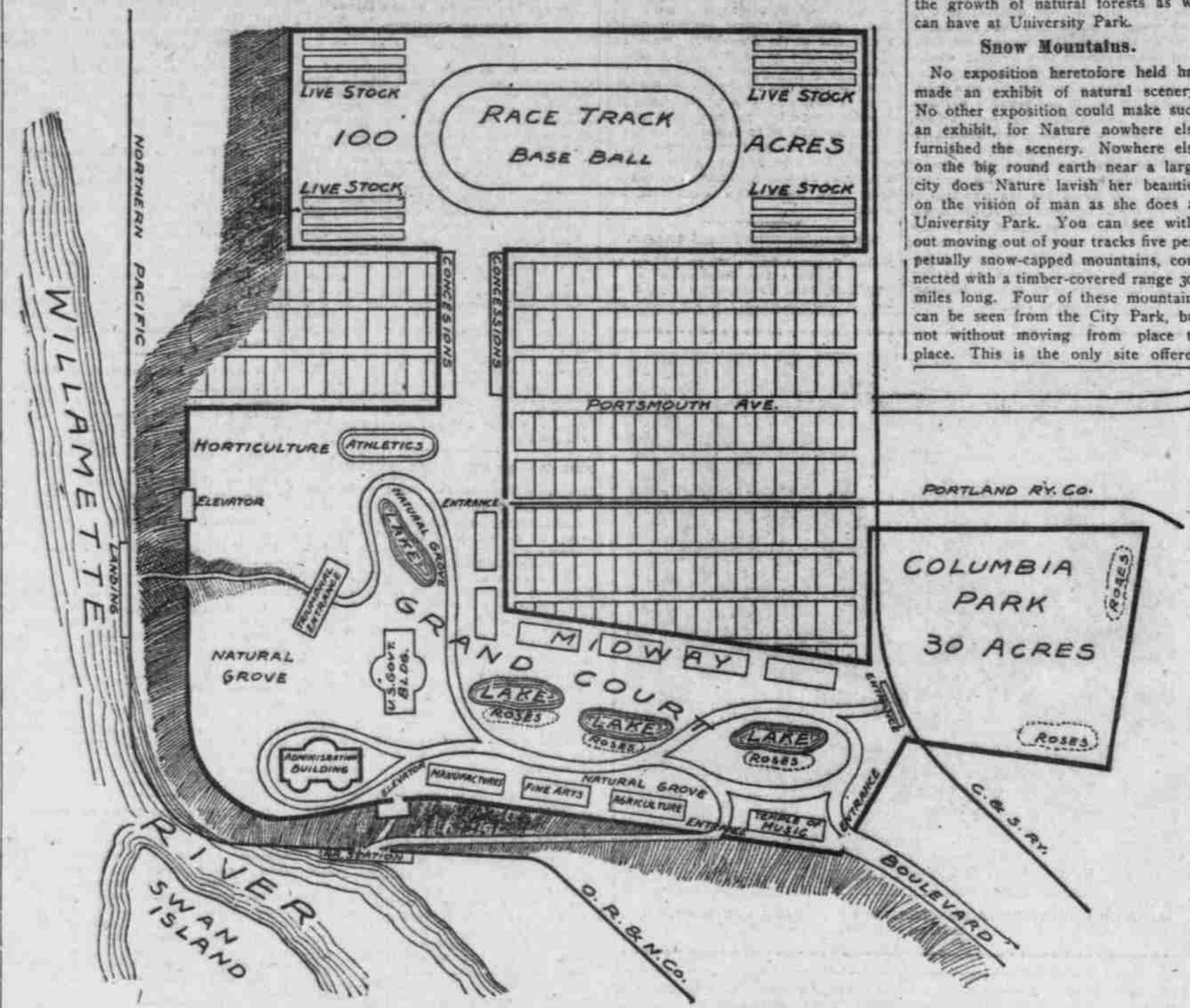
an effort should be made to have as many foreign war vessels as possible anchored in the harbor there, where they can all be seen from the grounds as well as conveniently visited. It is not impossible to have in a small way a naval demonstration. Such a scene

large lot of pedigreed stock to compete for prizes and to sell at the close of the Exposition at a grand carnival sale. It would be worth millions of money to the future of this country to have such stock left here for breeding purposes. At least a month should be set aside to

breeders and to procure their co-operation. One of the most interesting features of our exhibitions will be our timber resources. On the University Park

interest our visitors from the East than these groves, which show the rapid growth of timber on this Coast. The big sections of trees that have done service at all the exhibitions in this country will also be shown, but no other exposition had an exhibit of the growth of natural forests as we can have at University Park.

Natural Groves. Snow Mountains. No exposition heretofore held has made an exhibit of natural scenery. No other exposition could make such an exhibit, for Nature nowhere else furnished the scenery. Nowhere else on the big round earth near a large city does Nature lavish her beauties on the vision of man as she does at University Park. You can see without moving out of your tracks five perpetually snow-capped mountains, connected with a timber-covered range 300 miles long. Four of these mountains can be seen from the City Park, but not without moving from place to place. This is the only site offered



PLAN OF GROUNDS SUGGESTED FOR LEWIS AND CLARK CENTENNIAL AT UNIVERSITY PARK.

It would be interesting, even though it would be nothing more than to fire blank cartridges at an imaginary fort. Live Stock and Races. Another thing that has been overlooked in the newspaper discussion of this subject is the livestock exhibit. This new country needs to improve the quality of every kind of livestock. An effort should be made to have the best breeders in the East send here a

site there is a grove of cedar and fir in which the fir trees of five years' growth are from 20 to 30 feet high, and 300 trees stand on a single acre; another grove of 20 years' growth, on which the trees are from 60 to 80 feet high, and 250 such trees stand on an acre, and still another on which the trees have 40 years' growth and are from 100 to 120 feet without a limb, and 200 of them stand on an acre. Nothing that we can show will ever

from which Mount Jefferson can be seen, the only snow-capped mountain discovered by Lewis and Clark. University Park is the highest point up the Willamette Valley reached by any member of the Lewis and Clark expedition. From a sentimental standpoint no other place has as strong claim on the affection of the people, the ground having been made sacred by the footsteps of Captain Clark on the 3d day of April, 1805. Without

attempt to pull her into deep water. Another effort to float the vessel will be made at high tide.

AMERICAN LUMBER CRAFT

PACIFIC COAST BUILT VESSELS SUPPLANTING FOREIGNERS. Barkentine Amaranth chartered to load at Portland for the Orient—Cymbeline's Quick Dispatch. The desire to have American products find a foreign market in American vessels is being gratified to an increased extent each year, and at the rate at which Pacific Coast yards are turning out the lumber craft, there will soon be but little business for the foreigners. The new American barkentine Amaranth, recently built on Puget Sound, has been chartered to load lumber at Portland for the Orient and will reach this port early in July. While only registering 1062 tons, the vessel has a capacity of about 1,500,000 feet of lumber. She has already made one trip to the Pacific, going to Taku from Vancouver on her maiden trip. Another of the recent additions to the Pacific Coast fleet of lumber carriers, the Eldorado, arrived in the Caline here August 1st and is now loading for a San Francisco firm. The Eldorado was built on Gray's Harbor last winter, and has a carrying capacity of about 1,000,000 feet. There are also a number of the old-timers in the lumber business now headed in this direction. A pair of these ancient droghers, the Quikstep and the Tam O'Shanter, arrived in Astoria Wednesday. The Tam O'Shanter was built at North Bend, Or., in 1875, and has been sailing out of Oregon ports with lumber almost continuously since that time. She has visited Australia, South America, Central America, Hawaii, the South Sea Islands, and about every port of prominence on the Pacific Coast. The Quikstep is only a year or two younger than the venerable Tam O'Shanter, and first took the water at Port Ludlow in 1873. Other well-known lumber carriers now in the river are the Glenier, Reed and Estate Vance, and the Churchill, and Fred J. Wood, both of them 1,000,000-foot carriers, are now en route for this port.

EARNING MUST BE HEAVY. German Authority Makes a Prediction Regarding Profits. The New York Journal of Commerce has the following account of the recent organizing of the Atlantic steamship interests: "A German authority whose name is not given, but who is mentioned in a Berlin dispatch as prominent in shipping circles, has been pointing out to his countrymen that a shipping combination with \$100,000,000 in capital must earn \$17,000,000 to pay a 5 per cent dividend and set aside the very moderate sum of 5 per cent for depreciation, and he says the combination will have to earn twice as much per ton of shipping as the North German Lloyd and Hamburg-American lines have earned in the past five years to make this possible. But this depreciation is to be reckoned on the actual cost of replacing the vessel and not on the nominal capitalization. At its last meeting the Cunard Company set aside a little more than 30 per cent on its capital for depreciation, but that sum would be less than 1 1/2 per cent of the \$22,500,000 which it is reported from London has been offered for the Cunard business. Of the three capital of the combination \$60,000,000 is in common stocks, and it is not essential to modern methods of financing that common stock should earn dividends; it would be a marked departure from precedent if it earned 5 per cent. The remains \$20,000,000 of preferred stock which

is cumulative to the amount of \$3,000,000 a year, so that a great deal less than the \$17,000,000 figured on by the German authority would enable the combination to realize the expectations of reasonable shareholders. But, of course, the combination expects to make better earnings than those of the last few years; it is to prevent competition and rate-cutting that the combination is formed."

SLIGHT ADVANCE IN RATES. French Bark Chartered Yesterday for Wheat or Barley. Improved crop prospects, or slight bulge in the foreign markets or some other change in the situation has given ocean freights a slight upward turn, and yesterday the French bark General Sorbus was chartered to load wheat or barley at Portland at 25s, a slight advance over the last previous rate paid for a Portland ship. It is explained by some exporters that the rate paid was above the market, but the general view is that the combination is formed."

HAD A ROUGH PASSAGE. Big Freighter Oceano Meets Heavy Gale Which Caused Delay. The big freighter Oceano arrived up early yesterday morning and went to Montgomery No. 2, where she will commence loading on Saturday. Captain McIntyre reports an unusually rough trip in crossing the Pacific. For the first week after leaving Mororan the steamer encountered a thick fog and rain, and when she emerged from this she bucked into a series of strong easterly gales accompanied by high seas. She started with this kind of weather for over a week, and then pulled out into a belt of good weather which lasted her clear into port. The mate on the big steamer said the most of this fine weather, and she came into port looking as bright as a dollar, and not at all like the usual tramp freighter just in from a tussle with the elements. The Oceano has crossed the Pacific eight times, and her trip just ended is the longest she has made, although Captain McIntyre says it is all the fault of the weather.

GIVEN QUICK DISPATCH. Cymbeline Was Here Four Days From Sea to Portland and Return. The owners of the British steamship Cymbeline have no grounds for complaint at the kind of dispatch that she has given. She arrived at Astoria Sunday noon, and reached Portland Monday morning. Her cargo of over 3000 bales of gunnies was discharged by Wednesday night, and she left down the river at 4 o'clock yesterday morning. She made a five-run

down the river and, after exchanging pilots, continued on to sea. She crossed at 10 o'clock, after a stay of exactly four days in the river. The steamer came from Calcutta to San Francisco, and discharged about the same amount of cargo there that she discharged here, but she was 16 days in port at the Bay City. The steamer will enter the drydock at Victoria today, and when she comes out will proceed to Vancouver to load a cargo of oats for South Africa.

SHIPYARD TRUST BONDS. Already on Market in Europe and Soon to be Offered Here. NEW YORK, June 12.—Daniel Leroy, president of the Trust Company of the Republic, has made the following statement: "We are acting as bankers and attending to the financial end of the business preliminary to the incorporation of the United States Shipbuilding Company. The plan of incorporation and the subscription of the promoters in no way resembles that of a former effort to combine the shipbuilders. The entire issue of bonds for the plan of incorporation and the subscription of the promoters in no way resembles that of a former effort to combine the shipbuilders. The entire issue of bonds for the plan of incorporation and the subscription of the promoters in no way resembles that of a former effort to combine the shipbuilders."

while the British Cabinet is pulling itself together and Mr. Chamberlain and Sir Wilfrid Laurier are seeking to draw Australia into the subsidy scheme. George Kenwick, Conservative member of Parliament for Newcastle-on-Tyne, and a shipowner, testifying before the Parliamentary subsidies committee, in behalf of the owners of "tramp" steamships, objected to the government subsidizing the fleet, but the American subsidizing cargoes, and said the foreign competition which he most feared was the American. The transfer of British ships to foreigners was absurdly simple. All ships in the American combination could be transferred to the United States within a quarter of an hour, and at the cost only of a few stamps. Mr. Kenwick, who asked it be sought the American ship subsidy bill would be dropped in consequence of the Morgan shipping combine, replied that, on the contrary, he had good reason to believe it would be pressed on.

To Search for Balwain. LONDON, June 12.—W. S. Champ, secretary of the Balwain-Zeeuw Arctic expedition, and Dr. G. S. Hurley, of New York, start tomorrow for Tromsø, Norway, whence they will sail July 1, on the Frithjof for Franzosund to take out to Mr. Balwain's ship, the America, and obtain news of the Arctic expedition. Mr. Champ expects to find the America in about 32 deg. If Mr. Balwain has succeeded in finding the ship, the Frithjof will leave a well-equipped sled party to search for Mr. Balwain. The Frithjof will return October 1, at the latest.

Morgan's Offer to England. LONDON, June 12.—The Navy League in a letter to the press, in which it urges the government to build cruisers or to take other steps in the face of the formation of the Atlantic shipping combination, intimates that J. P. Morgan has made an offer to the British Government under the terms of which the government can secure the British flag for a long term of years, and which would allow them to carry members of the naval reserve fleet as well.

Largest Drydock in the World. NEW YORK, June 12.—Among the enterprises contemplated by the new shipbuilding combination is reported to be the building on the eastern shore of Staten Island, near Quarantine, of the largest drydock in the world. Plans already have been prepared, but the exact location of the drydock has been kept secret. The dock will afford accommodations which at present can only be secured in Europe for the big Atlantic liners.

Plenses the Kaiser. BERLIN, June 12.—Emperor William and the Crown Prince have telegraphed congratulations to Herr Wiegand, the general director of the North German Lloyd line of steamers, on the new record made by the Kronprinz Wilhelm between New York and Edinburg last week. The Kronprinz Wilhelm left New York June 3 and made the passage at an average speed of 23 1/2 knots per hour, which is the best eastward record across the Atlantic.

Steamer Stranded in Fog. NEW YORK, June 12.—The freight steamer Huguena, of the New York & Porto Rico Steamship Company, from Norfolk, Va., stranded today on Oyster Island, owing to a dense fog. In answer to signals of distress, a full-rigged tug went to the steamer and made several ineffec-

tual attempts to pull her into deep water. Another effort to float the vessel will be made at high tide.

Three Ships Wrecked. EAST LONDON, Cape Colony, June 12.—The Norwegian bark Athara, the Swedish bark Aurora, and the German bark Elinck have been wrecked during a heavy southeast gale. All of the crew of the Athara were drowned, except the captain, who was ashore. The crews of the other two vessels were saved. The coast is strewn with wreckage.

Domestic and Foreign Ports. ASTORIA, June 12.—Sailed at 6 A. M.—Steamer Geo. W. Elder, for San Francisco. Arrived at 8 A. M.—Barkentine Tam O'Shanter, from Calcutta. Arrived down at 9:30 A. M. and sailed at 12 M.—British steamer Cymbeline, for Vancouver, via Esquimaux. Condition of the bar at 4 P. M. smooth; wind northwest; water cloudy.

FROM FOUR STATES. Testimony to the Efficacy of the New Scientific Dandruff Treatment. James C. Rowe, Livingston, Mont.: "Herpicide cured my dandruff and stopped my falling hair." Orange McLamb, St. Anthony, Idaho: "Herpicide cleaned my scalp of dandruff and made my hair soft as silk and glossy."

CASTORIA For Infants and Children. The Kind You Have Always Bought Bears the Signature of J. C. Watson. "All Warranted for More Than Half a Century!"

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Headache Sick, Nervous, Neuralgic. No matter what may be the name or the cause, if you are subject to headache in any form, you are naturally more interested in knowing how to prevent and cure it. The next time your head aches get a box of DR. MILES' Pain Pills. They do cure headache and pain in all forms.

DR. MILES' Pain Pills. Sold by all druggists. Price 25c. For nervous and sick headache we consider Dr. Miles' Pain Pills the best remedy that we have ever tried. Mrs. Harman has found the most severe attacks yield immediately to their curative influence." RAY J. H. HARMAN, Fenimore, Wis. Dr. Miles Medical Co., Elkhart, Ind.

Every Woman. Marvel Whirling Spray. The New Ladies' Toilet Preparation. Best, Safest, Most Convenient. Ask your druggist for it. If he cannot supply the above, he will send you the "Marvel" by mail, enclosing full particulars and directions in English, Spanish, French, Italian, and German. Price 25c. Room 250 Times Bldg., New York. For sale by Woodard, Clarke & Co.

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CANTAL-MIDY. Those tiny Capsules are superior to Balsam of Capivi. Cures in 43 Hours. The same diseases without inconvenience.

showing the natural growth of our timber through these beautiful groves, without showing our scenery and timber-covered ranges, without making our river and harbor a part of the Lewis and Clark Centennial Exposition, it must be very commonplace and a failure. It will require little or no money to put these grounds in condition. Nature has done the work. Nature has leveled the grounds and planted the groves. Nature has furnished the drainage and sewerage. The grounds having been once grubbed and cultivated, are in perfect condition to plant with flowers. The buildings can be set in a cluster facing the city, where they can be all seen from any part of the city, and their lights can be seen at night as far down the Columbia as St. Helens. The grand open court can be made with artificial lake just north of the buildings, and north of the court can be placed the amusement features, midway, etc. Groves, flowers, horticulture, athletics and concessions will take up the remainder of the 200 acres. The livestock and races should be in a separate part of the grounds, and be made a distinct feature. The overflow water from the artificial lakes can be piped to the edge of the high bluff and converted into a mighty cataract. It is fortunate that the people have by common consent settled on University Park as the only site on which the Exposition can be made a success. It saves the directors the embarrassment of selecting among rivals and the difficulty of harmonizing disappointed elements after the selection is made. Now for a long pull, a strong pull and all pull together for the Lewis and Clark Centennial, American Pacific Exposition and Oriental Fair.

NO PAIN! NO GAS! No charge for painless extraction when teeth are ordered. All work done by graduate dentists of 12 to 20 years' experience; a specialist in each department. We will tell you in advance exactly what your work will cost by a free examination. Give us a call, and you will find we do exactly as we advertise.

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THE PALATIAL OREGONIAN BUILDING



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