

THE ONLY YOU HAVE ALWAYS BOUGHT.

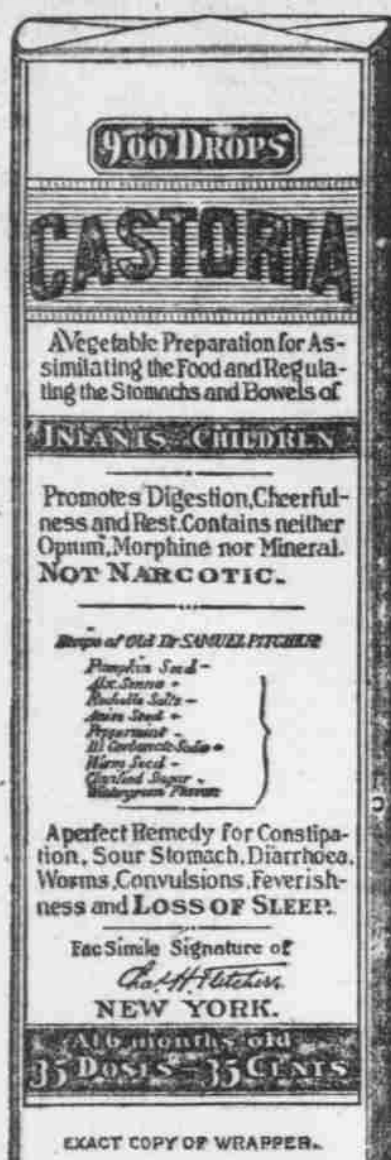
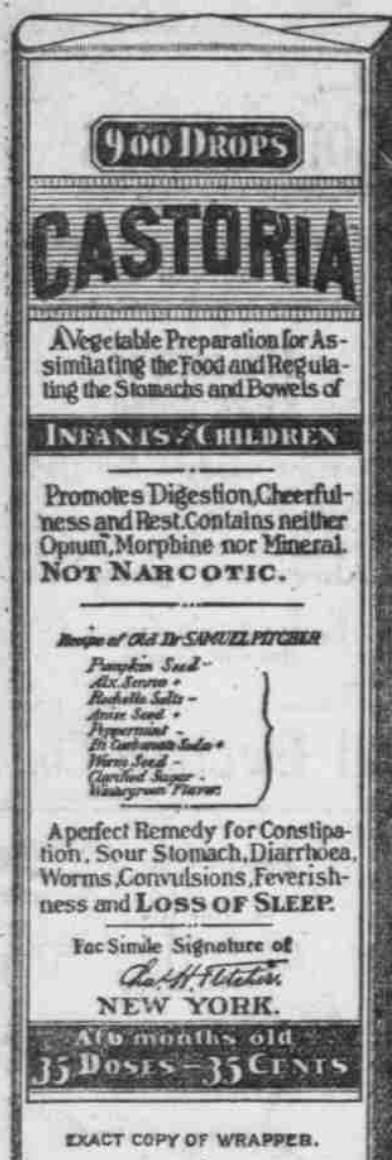
In Use For Over Thirty Years.

CENUINE



For Infants and Children

BEARS THE SIGNATURE OF



WINDWARD TO GO NORTH

TO SAIL TODAY WITH SUPPLIES FOR LIEUTENANT PEARY.

Historic Vessel Newly Equipped for Hard Voyage—Expected to Return Home in September.

NEW YORK, July 12.—The Peary Arctic ship, the *Windward*, sailed today, and will go into commission and depart for the North tomorrow. The *Windward* came down under her own steam, in the early morning from New York, N. Y., where for the last two months she has been receiving new equipment of boilers and machinery, making the run in very creditable time and with a very satisfactory performance of the new engine. The ceremony of transfer from the contractor to the club was very simple. The Stars and Stripes having been hoisted for the first time of the new engine, the special act of Congress, signed by the late President McKinley, allowing an American registry to the *Windward*, little Marie Peary, daughter of the explorer and the most Northern-born child in the world, hoisted to the foremast the club pennant, designed by herself, and also displayed for the first time. The emblem is simple, yet effective and appropriate, with two long, narrow red stripes, each bordered on the inside by white, a triangular blue field bears the white initials "P. A. C.", the combination introducing the National colors in strong yet legible combination, which can be read a long distance. The *Windward*, since her arrival in New York three months ago, has been completely changed, and will go North as a full-powered, completely equipped and thoroughly commodious ship for Arctic work. To admit the new and powerful boiler, once in the *Windward*, wrecked on the Cuban coast, the mainmast has been completely removed, giving the ship the non-descript rig of square sails on the foremast and a fore and aft spanker and top sail on the mainmast. Across the deck just forward of the poop has been built a house which has five commodious staterooms, three of which, on the starboard side, will be occupied by Mr. and Mrs. Peary. In the center of the house is a large messroom or saloon, with the cook and his galley adjoining on the port side, while the roof of the house serves as a bridge for the navigating officer. The new engine is a "teetle compound," all parts being made exceptionally strong for work in the ice, with every modern improvement, and is expected to give a speed of from seven to eight knots, equal to that of the fastest of the Newfoundland sealing fleet and nearly three times that possible with the discarded boiler and engine. The *Windward* will coal at Sydney, C. B., and proceed North through the Straits of Belle Isle, touching at Godhavn and possibly at Upernivik, and should, with all favorable circumstances, reach Peary's headquarters and him about August 1.

During yesterday the members of the Peary Arctic Club and many guests visited the *Windward*, inspecting with much interest the quarters which Mrs. Peary and Miss Peary will occupy on their Northern voyage, and much more, the little cabin in which they spent eight long months imprisoned in the ice at Payer Harbor. The little stateroom was also the home of Lieutenant Peary, Jackson and Lieutenant Armitage, much smaller than the ordinary stateroom of an ocean liner, and was also the home of Mr. Jackson on his voyage to and from Franz Josef Land, and in which Dr. Hansen made his return from his arduous and adventurous Arctic voyage. While the *Windward* cabin is cramped, almost of diminutive proportions, a semi-circular table in front of a transom of casement, it will accommodate, by careful packing, half a dozen people, but, of course, those on the inside are unable to move until those nearer the ends of the semi-circle

make room for them. Four people will fill the cabin, while six crowd uncomfortably, and therefore part of the time of the visitors yesterday was allotted to the deck and to the new deckhouse. The forward decks of the *Windward* were busy yesterday, since *Roosa* for a year and additional supplies for the Jensen station at Cumberland Sound were being stored, that the departure might be effected at the earliest possible moment. The little ship was all bustle and activity, and she takes North with her, besides the customary stores and supplies, a large amount of material for the Eskimos, presents from Mr. Peary in recognition of their faithful work, and scientific instruments with which to carry on deep-sea work, and in many respects is better appointed and more completely equipped than any ship which has ever sailed to the North.

The *Windward*, a 320-ton bark, is easily the most interesting and historic of all the Arctic craft now afloat. Built at Sunderland, England, in 1892, it was for more than a quarter of a century employed in the Dundee and Peterhead whale fisheries. Purchased in 1894 by Alfred C. Harnsworth, she took the Jackson-Harmsworth expedition to Franz Josef Land, being imprisoned in the ice near Cape Flora for the winter.

The *Windward*, commanded by Captain John Bartlett, sailed from New York for the North, July 3, 1898; parted company with her consort, the *Hope*, Captain Samuel W. Bartlett, for Etah, North Greenland, August 12, and spent the following winter fast in the ice of Alim Bay, breaking out early in August, 1899, and joining the *Diana* (the auxiliary ship) at Etah, August 12, returning to Brigus, N. F., in the Peary mail boat, the *Windward*, at Etah, August 4. The *Windward* sailed for the North, and except a report from Godhavn, August 15, nothing further was heard from her until the arrival of the *Erik*, the auxiliary ship of the expedition, at Etah, August 4. The *Windward* had spent the eight months from September to July fast in the ice of Payer Harbor, near Cape Sabine, and spent a month, at Etah, August 4. The *Windward* had spent the eight months from September to July fast in the ice of Payer Harbor, near Cape Sabine, and spent a month, at Etah, August 4. The *Windward* had spent the eight months from September to July fast in the ice of Payer Harbor, near Cape Sabine, and spent a month, at Etah, August 4.

brought home complete journals and records and a large amount of valuable material rescued by him from Fort Conger, and brought over 250 miles over the ice to Grinnell Land. The members of the club have the most unqualified faith in Mr. Peary's ultimate success, and have undertaken the expensive outfit on the *Windward* this year with perhaps more enthusiasm than anything else in its history. They recognized the fact that Mr. Peary's ample stores and the best dog foods, his thorough familiarity with the route from his Cape Sabine headquarters to Cape Hecla, the point of departure from the North American coast for the pole, give him great advantage, and confidently expect the return of the ship early in September with the explorer, and the news of his complete success.

SITE WILL BE SUITABLE.

Board of Directors Will Make Wise Choice, Says Dan McAllen.

PORTLAND, July 12.—(To the Editor.)—To the credit of the board of directors of the Lewis and Clark Centennial, be it said that never was an expedition planned with greater care. Even their last official act in selecting Colonel Henry E. Doehs for director-general showed wisdom. Colonel Doehs will bring into the fair management executive ability, experience—in fact, all the requirements that insure success. One thing is certain, Colonel Doehs will avoid dangerous experiments and eliminate all objectionable features.

And now a word about the site. Were it not that so many objections were made the City Park, I felt rather inclined to favor it. In view of all that has been said I may be pardoned if I say a word in a vein of humor. Of course, it is well understood that when the City Park was first mentioned as a "site" location for the 1905 Fair, the people did not take the matter seriously. Now that there seems some color to the possibility of selecting this ideal spot for scenic effect and that transportation facilities are the main drawback, this can readily be overcome. In this age of engineering feats nothing seems impossible. Should engineering experts report adversely, threaten them with putting in operation a system of hydraulic rams. A "crack" like that would bring them to time. Balloons were suggested as a novel means of transportation, but on investigation it was learned that the influence of the Japan current and the action of the trade winds coming down the Columbia gorge would cause the balloons to gravitate to Astoria. For the benefit of those who have a mania for criticizing, and the statement should be made in red ink, the board of directors will favor no particular location beyond its fitness. At that point the public may rest assured. Who will be held responsible for the success or failure of the enterprise? Once the site is selected all controversy should stop. It then becomes our duty to help the project in every way possible to make a success. The chances are good that we will never have an opportunity of celebrating another Lewis and Clark Centennial, at least not on this side of the Great Divide.

DAN McALLEN.

Oregon Arrives Without News.

PORT TOWNSEND, Wash., July 12.—The steamer Oregon, Captain Seeley, from Dutch Harbor, July 4, brings no news of the missing steamers *Portland* and *Jeannie*, long overdue at Nome. Many searching vessels had returned with absolutely no tidings from the overdue packets, and belief becomes more confirmed that both have been crushed in the ice and all aboard perished. The Oregon was forced to return with a jury rudder, her own steering gear having broken down on the second day after the vessel left the Sound. The rumor that the *Jeannie* blew up and sank at Nunivak Island.

Klamath Hot Springs.

Most noted summer resort in Northern California. Near South Fork. Convenient for Oregon people. Address: Edson Bros., Bend, Ore.

THE PORTLAND IS SAFE

STEAMSHIP ARRIVED AT ST. MICHAEL JULY 2.

Bound Down the Coast—Was Supposed to Have Been Crushed and 110 Passengers Lost.

SEATTLE, July 12.—A special to the Post-Intelligencer from Dawson says: "The steamer *Portland* arrived at St. Michael July 2, and left next day for Port Townsend. The news was brought to Seattle today and advised were wired to the Dawson agent of the Northern Commercial Company. The *Sarah* got the news by wire at Nulato. The *Portland* was in good condition, and all her passengers and crew were well. The cargo was in good order.

"Nothing has been reported" by the *Sarah* regarding the *Jeannie*. The *Sarah* was due at Dawson tonight, but is not expected to have further advice. Two more lower river steamers are due tomorrow.

The steamer *Portland* sailed for Nome from Seattle April 26, with 100 tons of freight, including miners' supplies, liquors and vegetables. Six hundred tons were put aboard at San Francisco. Of her 110 passengers, 45 were booked in San Francisco, the remainder in Seattle. The vessel was commanded by Captain Charles Lindquist, a veteran Behring Sea mariner. The steamship was caught by immense ice floes in Behring Straits June 3, and when last seen was drifting northward into the Arctic Sea. The United States revenue cutter *Manning*, now at San Francisco, is under orders to sail for Northern waters and aid the *Thetis* in searching for the *Portland*, and also the missing steamer *Jeannie*, and is to sail on Wednesday or Thursday next.

THE MOHICAN IS SAFE.

Reached Dutch Harbor in Distress—Left for Honolulu.

SEATTLE, July 12.—The United States training-ship *Mohican* is safe. She arrived in Dutch Harbor in distress June 28, after being out from Yokohama 30 days. When she arrived at Dutch Harbor she was out of fuel, and the food supply was running low. Three days more and it would have become a serious question of finding sufficient to eat for the young sailors on board. The fact that she carries a full complement of sails probably saved her.

The *Mohican* left Yokohama bound for Honolulu direct, but encountered head winds that drove her off her course. She was finally driven into the Great Circle and brought up at Dutch Harbor. Had the captain attempted to sail her into Honolulu, it is not believed his supply of food would have held out. After replenishing her supply of food and fuel at Dutch Harbor, the *Mohican* sailed on June 30 for Honolulu, her original destination.

Domestic and Foreign Ports.

ASTORIA, July 12.—Arrived at 6 A. M. and left up at 11 A. M.—Steamer *Lake*, from San Francisco, via Eureka. Arrived at 6 A. M. and left up at 5:30 P. M.—Steamer *Indra*, from Hong Kong and way ports. Condition of the war at 5:30 P. M. smooth; wind, west; weather, cloudy.

Philadelphia, July 12.—Arrived—*Nordland*, from Liverpool and Queenstown. Lizard, July 12.—Passed—*Zealandia*, from New York, for Antwerp.

New York, July 12.—Arrived—*Palatinus*, from Genoa and Naples; *Camdan*, and *Cymic*, from Liverpool; *Rotterdam*, from Rotterdam.

San Francisco, July 12.—Arrived—

Schooner *Wing and Wing*, from Sitka; *Steamer Fulton*, from Astoria; *Danish* steamer *Wynnefeld*, from Nanaimo. Sailed—*Schooner Dei Norte*, for Rogue River; *Schooner Forest Home*, for Portland. Liverpool, July 12.—Arrived—*Celtic*, from New York, via Queenstown. Hamburg, July 12.—Arrived—*Graf Waldersee*, from New York. London, July 12.—Arrived—*Monomine*, from New York. Queenstown, July 12.—Sailed—*Umbria*, from Liverpool, for New York. Southampton, July 12.—Sailed—*Frederich der Grosse*, from Bremen, for New York; *Bucher*, from Hamburg and Boulogne. Yokohama, July 12.—Arrived—*Gaelic*, from San Francisco, via Honolulu, for Hogo, Shanghai and Hong Kong. New York, July 12.—Arrived—*Minneapolis*, from London.

DECLINE WAS GENERAL.

Feeling of Apprehensiveness Permeated London Stock Exchange.

LONDON, July 12.—The adjustment of the settlement, the existence of considerable speculation for a rise, and an absence of general investors from the market, affected the stock exchange adversely last week and caused declines in most directions. A feeling of apprehensiveness permeated the atmosphere, and many operators do not disguise the fact that they were glad to see the week end. The public was not disposed to relieve speculators of the loans and securities they were carrying, and three failures resulted. The market was again obliged to borrow considerably from the bank in order to meet the demands for the stock exchange settlement and the consol loan installment, but as there is no special demand this week, the bank is expected to be reimbursed, at least until another stock exchange settlement is due.

Paris is again buying gold in London, but the desire to send money to France is not sufficiently pronounced for gold to be taken from the bank for that purpose, and no inflow of gold is expected, as Paris is absorbing all interest in the open market, and the arrivals for American account are light.

Railway securities last week were steady, with an optimistic tendency. Industrials were quiet, and South Africans were disappointingly weak.

German Bourse Stagnant.

BERLIN, July 12.—The Bourse maintains the same appearance of stagnation. Last week all departments were weak except domestic government securities, which were firmer upon the growing ease of money and buying for English account. All industrials were listless at lower quotations, the weakest being electrical shares. Shares of the North German Lloyd and the Hamburg-American Steam Packet Company, although continually sold for Hamburg and Bremen account, recovered slightly. Irons were lower, notwithstanding the announcement of large American purchases and satisfactory trade conditions in Silesia. Domestic bank stocks were dull and fractionally lower.

Poles After American Machinery.

BERLIN, July 12.—A private dispatch received here from Warsaw says the agricultural societies of Poland are negotiating with American manufacturers direct for the purchase of machinery, excluding the German middleman. This step

is believed to be aimed also at German machinery. Several newspapers publish the foregoing dispatch as illustrative of the efforts of Americans to supplant German manufacturers.

GAYNOR AND GREENE.

United States Government to Ask Extradition From Canada.

WASHINGTON, July 12.—Steps have been taken by the State Department for the extradition of J. F. Gaynor and Benjamin D. Greene, now under arrest at Quebec. A formal application for their extradition has been made by Secretary Hay to Mr. Raikes, Charge d'Affaires of the British Embassy, who is now at Newport, and who, it is expected, will cable the request promptly to his government. The grounds on which extradition is asked are comprehensive in character. This action of the State Department is independent of the proceedings now in progress to obtain the extradition of the men through ordinary judicial process. The Secretary has not yet acted on the suggestion of the Department of Justice that there were obstructions placed in the way of the Canadian proceedings by reason of connection between counsel for Messrs. Greene and Gaynor and crown officers.

INCREASE YOUR CAPACITY.
For Hard Brain Work.
Horsford's Acid Phosphate supplies just the material that is most wasted by brain work and nervous exertion—the Phosphates.

DAILY METEOROLOGICAL REPORT.

PORTLAND, July 12.—8 P. M.—Maximum temperature, 70; minimum temperature, 51; river reading at 11 A. M., 15.4 feet; change in the past 24 hours, -0.3 foot; total precipitation, 5 P. M. of the 11th, 6.00; total precipitation since Sept. 1, 1901, 40.80; normal precipitation since Sept. 1, 1901, 40.05; deficiency, 0.25 inches; total sunshine July 12, 12.25; possible sunshine July 12, 15.50.

PACIFIC COAST WEATHER.

STATIONS.	Temp.	Wind.	Direction.	State of Sky.
Astoria	70.0/60.0	W	Cloudy	Clear
Baker City	70.0/60.0	W	Cloudy	Clear
Bozeman	70.0/60.0	W	Cloudy	Clear
Bozeman	70.0/60.0	W	Cloudy	Clear
Bozeman	70.0/60.0	W	Cloudy	Clear
Bozeman	70.0/60.0	W	Cloudy	Clear
Bozeman	70.0/60.0	W	Cloudy	Clear
Bozeman	70.0/60.0	W	Cloudy	Clear
Bozeman	70.0/60.0	W	Cloudy	Clear
Bozeman	70.0/60.0	W	Cloudy	Clear

WEATHER CONDITIONS.

Fair and warm weather continues in the Rocky Mountain and Pacific Coast States this evening. It is cooler in the central valleys of California, and correspondingly warmer in the Willamette Valley and Sound country. The indications are for cloudy and occasional

ally threatening weather in this district Monday, with generally cooler weather.

WEATHER FORECASTS.
Forecasts made at Portland for the 24 hours ending at midnight Monday, July 14:
Portland and vicinity—Cloudy to partly cloudy; cooler; winds becoming southerly.
Western Oregon and Western Washington—Cloudy to partly cloudy; winds becoming southerly.
Eastern Oregon and Southern Idaho—Partly cloudy; cooler.
Eastern Washington and Northern Idaho—Cloudy and occasionally threatening weather.
A. B. WOLLAER, Acting Forecast Official.

NEW TODAY.

MORTGAGE LOANS.

On improved city and farm property, at lowest current rates. Building loans. Installment loans. MacMaster & Merrill, 515 Worcester bldg.

Fairview.

Lots and blocks for sale on easy terms by H. M. Lombard, 514 Chamber of Commerce.

"Tibbets' Homestead"

Lots for sale in this fine tract of land, so conveniently situated on the east side of the river, closely connected between three car lines—the Woodstock-Waverly and Richmond car line on Clinton st., the Oregon City and Sellwood car line on Milwaukie st., the Brooklyn and Car Shop line on Powell st. All adjoining the property. All large lots in price from \$400 to \$400, on moderate terms. Their convenience and being so close in, make them very desirable home lots.

J. W. OGILBEE, Room 11, 145th First.

Portland Homebuilding Co.

Five dollars cash and five dollars monthly will buy 50x100 feet of ground at University Park and will entitle the purchaser to the privilege of borrowing \$1000 at 5 per cent. interest with which to build a home and you may return the principal in \$5 monthly installments. Drop in \$5 each month and it will not be long until you will be where the landlord cannot order you out or raise the rent. Portland Homebuilding Co., 151 Sixth Street.

A FEW SPECIAL BARGAINS.

\$4000 FULL LOT AND LARGE 8-ROOM house, 704 Flinders st., between 21st and 22d; choicest location in city. A great bargain.

\$5500 Quarter block on 12th and Harrison; fine location for flats.

\$11,500 Large house and one of the finest quarter blocks in Nob Hill; fine shrubbery, beautiful location. A good bargain.

\$14,000 That beautiful residence of the late B. D. Stone, at 1800 and Salmon; the house cost \$25,000 to build, and the property is in fine condition.

\$25,000 Location on Seventh and Oak sts.; fine hotel site.

\$2500 5-room and modern 8-room house, full basement, on Quincy st. A bargain.

\$2000 10x100, Irving, between 23d and 24th, facing south. A bargain.

\$4000 5 acres and large modern house, on Mount Scott car line; fine suburban home, at a bargain.

\$6250 Will buy the finest 5-acre tract, suitable for platting, on Base Line road, this side of Mount Taber, if taken quick.

\$2200 40 acres of fine land, on Base Line road, 5 1/2 miles from center of city.

\$1600 Beautiful block in Waverly, 200x200. No better buy in the city.

\$1200 Full block, Patton's 2d Add.; it is block 28, and is a great snap.

Many other good bargains on our list in all classes of property. Favorable terms on any of the above.

GRUNDSTAFF & BLAIN, 246 Stark.