THREE THOUSAND PER DAY

MARCH CUSTOMS RECEIPTS AT PORTLAND NEARLY $80,000.

Heavy Business Handled by Portland Importers—British Ship Speke Arrives—Dull Outlook for Freights.

Custom-House business for the month of March makes an excellent showing for the port of Portland. There were 26 business days in that month, and the average receipts of the Portland Custom-House, according to the report of Collector Patterson, were nearly $3000 per day. For the month they reached a handsome total of $77,212 99 for duties alone, and receipts from a few sources of minor importance swelled this amount to $77,528 24. By far the larger part of these receipts were from duties paid on inward cargoes of the steamships Indrapura and Quito, from the Orient. The figures show quite plainly the character of Portland's business with the far East. Instead of steamers coming in with practically nothing except Eastern freight, which pays no duties at the port of entry, and is of no benefit to the port beyond the distribution of the few dollars for longshoremen's wages, Portland Oriental steamers bring cargoes which are nearly all entered and distributed right here.

A single item on the manifest of the steamship Quito was a consignment of 36,800 packages of rice received by T. M. Stevens & Co., of this city, all of which will be milled and distributed from this port. The steamers also brought liberal consignments of jute and hemp to be manufactured into bags, rope and other merchantable shapes.

A summary showing part of the transactions for the month follows:

No. vessels entered from foreign ports.	6
No. vessels cleared for foreign ports....	14
No. vessels entered from domestic ports	16
No. vessels cleared for domestic ports.	25
No. entries of merchandise for duty....	104
No. entries merchandise free of duty....	21
No. entries for warehouse.....	8
No. entries for immediate transportation without appraisement.....	40
No. entries for consumption liquidated.	105
No. entries for warehouse liquidated....	8
No. certificates enrollment granted.....	2
No. licenses for coasting trade granted.	7
No. licenses to vessels under 20 tons granted	10
Vale of exports—	
Domestic	$888,214 00
Foreign	348 00
Receipts from all sources—	
Duties on imports	$ 77,212 99
Fines, penalties and forfeitures..	4 25
Miscellaneous customs receipts..	230 80
Official fees	80 10
Total	$ 77,528 24

FASTEST SHIP AFLOAT.

The Wonderful Clipper Muskoka Still Adding to Her Laurels.

The British ship Muskoka, Captain Crowe, arrived out at Queenstown Thursday, after a passage of 97 days from San Francisco, the fastest passage of the season from any Pacific Coast port. The Muskoka, as well as her master, is well known in Portland, and no other ship afloat has ever made as many fast passages between Europe and Pacific Coast ports. Some of the old-time clippers which raced around the world before the age of steam might have bested this wonderful ship in occasional speed contests, but for good, consistent "scorching," one trip after another, her like has never been seen, even in the old clipper days, in this or any other port. She sailed from San Francisco in October, 1897, and made the run in 99 days to Queenstown. She loaded in Portland in September, 1899, and, despite the fact that she shipped the greenest lot of farmers that ever went over a ship's rail, she made the outward passage in 112 days. She was back in Portland again the following season, and flew home to Queenstown in 101 days, the best passage made that season. She then loaded at Antwerp for San Francisco, and made the passage out in 113 days. This, with her return voyage in 97 days, makes but an even seven months at sea, during which she sailed about 34,000 miles.

The Muskoka is built on fine lines, and carries an enormous spread of canvas, but there are other ships which also have fine models and wear plenty of canvas that do not make the same uniform swift passages as are shown by this wonderful flyer. No small portion of the credit for these remarkable runs undoubtedly belongs to Captain Crowe. The average time of the last four passages he has made from the Pacific Coast is 102¼ days, and no other ship afloat has ever made so good a showing.

The December ships now arriving out from San Francisco are all making remarkable passages, the average for the first 20 being 107 days, the vessels and the time made by each being as follows: Muskoka, 97 days; Anglesey, 101; Largiemore, 103; Clan Buchanan, 104; Henriette, 106; Briseaux, 107; British Isles, 110; A. G. Ropes, 113; Christel, 116; Pierre Loti, 118 days.

ANOTHER DISENGAGED SHIP.

Speke Arrives After Long Passage, and Strikes Bad Freight Market.

The British ship Speke arrived in yesterday morning, after a long passage of 107 days from Adelaide, and planted her 2712 tons net register on an already weak freight market. This is the third disengaged ship in port, and all of them are pretty big carriers. The Speke has never loaded wheat at Portland, but took a cargo of 163,708 bushels from Puget Sound. The Lord Shaftesbury has taken several cargoes from Portland and on her last outward trip carried over 132,600 bushels of wheat. The Brunel has a carrying capacity of over 100,000 bushels. As there is but little more wheat on spot than will be needed for the ships now in the river under charter, it will be necessary for exporters to purchase at least 400,000 bushels if they wish to load these three carriers. This is an amount of wheat not so easily picked up at a time when the country is as thoroughly cleaned out as it is at the present time. The last time the Speke was offering in this market the bids of 25 shillings and 28s 3d were so unsatisfactory that the cables came back from the other side stating, "Owners prefer to wait." As the outlook for any improvement in the market is very poor, it will now be a case of "owners must wait."

The prospect for a fine crop of barley in California has excited the San Francisco charterers, and they are reported to be offering increased rates for early new crop tonnage. In the north, however, there is very little bullishness shown and exporters here expect to get all of the tonnage needed when the proper time comes as low and perhaps lower than it can now be secured. Freights are quiet all over the world, and steamers are cropping up in every direction. An enormous amount of new steam tonnage has been put in the water within the last year, and big modern boats are crowding the smaller ones off into the preserves of the sailers, and forcing the latter to hustle for what they can get. The regular liners to the Orient are unable to secure full cargoes, and the tramps in Pacific waters are in worse shape. One of the latter which has been offering in vain for any kind of business out of Portland was fixed a few days ago to load lumber on Puget Sound for Buenos Ayres at 45 shillings, a material reduction over former rates to that port. The vessel is the Caithness, which is coming from Calcutta with bags for San Francisco.

The Folmina is again offering for wheat, and the Quito, in this port, has no business in sight, although her repairs will be completed in about 10 days. The China Mutual Steam Navigation Company, which is operating a line from Europe to Puget Sound, by way of the Orient, has just completed three new steamers, each of 13,000 tons' capacity, and as they are unable to get full cargoes for their smaller steamers, it is difficult to see where the cargoes for the big fellows are coming from.

FLOUR FOR THE ORIENT.

Austrian Steamship Maria Will Take Out About 40,000 Barrels.

The Austrian steamship Maria finished loading a consignment of 1350 barrels of flour at the Portland Flouring Mills yesterday, and moved up to Albina dock, where she will take aboard 2500 barrels. This, with her cargo of lumber already aboard, will put her pretty well down in the water. This flour cargo, together with that of the Indrapura, sailing a few days ago, will make a total of over 80,000 barrels already this month, and as the Strathgyle, due April 15, will take out a part cargo of flour, Oriental shipments for the month will probably exceed 100,000 barrels, the largest amount shipped to the Orient in any previous month this season. Clearances of both wheat and flour will be heavy next week, as the Torrisdale, Dovenby Hall and Ernest Legouve will all be ready for sea. With this fleet out of the way, however, business will be rather light for a while.

Lower Harbor Cleaned Up.

The lower harbor at Astoria was cleaned up for about two hours yesterday morning, everything that was ready for sea crossing out. The Barmbek has not yet completed her repairs, and shortly after the tugs had towed out the Inchcape Rock and Star of Germany the Marion Lightbody arrived down. The tugs and pilots have performed very satisfactory work at the mouth of the river during the past week, taking out 10 sailing vessels and three steamships. Bad weather for the season is over, the bar is scouring out a little, and delays of serious consequence are not liable to occur again this season.

Henriette at Fisher's Landing.

ASTORIA, Or., April 5.—The French bark Henriette, which sank in the river here with her cargo of redwood, and was afterward purchased by Hale & Kern, is now at Fisher's Landing, on the Columbia above Vancouver. Her cargo of redwood was discharged at Rainier. Her injuries were found to consist of a crack across her bottom plates about amidship, three feet long, and another small hole further forward. Temporary repairs have been made from the inside, and it is the intention to tow her around to Puget Sound for repairs. It is also probable that a new deck will be placed on her.

Astoria Marine News.

ASTORIA, Or., April 5.—The British ship Speke arrived in today from Adelaide after a passage of 106 days. Her long passage has caused her to be placed on the overdue list and reinsured. The master of the ship reports no accidents on the passage, and attributes its length to the foul condition of the vessel's hull.

The tug Samson will go into commission again next Monday and start towing barges loaded with rock to Gray's Harbor for the jetty building there. Captain Sam Randall, formerly of the bar tug Wallula, will be her master, and Matt Welch, formerly of the W. S. Ladd, will have charge of her engine-room.

New Officers Chosen.

THE DALLES, Or., April 5.—The annual meeting and election of officers for The Dalles-Portland Navigation Company was held here today in the company's offices. The election of the following board of directors was chosen: H. Glenn, M. T. Nolan; J. P. McInerny, Max Vogt, L. E. Crowe, J. T. Peters and E. M. Williams.

Officers elected for the ensuing year were: H. Glenn, president; M. T. Nolan, vice-president; L. E. Crowe, secretary, and J. S. Schenck, treasurer.

Overdue Ship in Port.

SAN FRANCISCO, April 5.—The British bark Windsor Park, coal-laden, arrived here today, 113 days from Newcastle, N. S. W. She was long overdue, and reinsurance was quoted at 20 per cent. The coal ship Frankistan, from the same port, is out 114 days, and since the arrival of the Windsor shipping men have gathered hope that the Frankistan may be safe.

Lascars Coming for Mules.

LONDON, April 5.—The American Line steamer Philadelphia, which left Southampton today for New York, had on board 20 Sikhs, who recently arrived in England from Bombay. They are in charge of a British officer and are going to Kansas City and Texas to purchase mules for the British Army.

Domestic and Foreign Ports.

ASTORIA, April 5.—Arrived at 6 and left up at 10:20 A. M.—Steamer Columbia, from San Francisco. Sailed at 8:30 A. M.—British ship Inchcape Rock, for Algoa Bay, and Star of Germany, for East London. Arrived down at 10:20 A. M.—British bark Marion Lightbody. Arrived at 11 A. M.—British ship Speke, from Adelaide. Left up at 1 P. M.—Schooners John A. and Lizzie Vance. Arrived at 3 P. M.—Schooner Alcalde, from San Francisco. Condition of the bar at 4 P. M., smooth; wind west; weather rainy.

San Francisco, April 5.—Arrived at 1 P. M.—Steamer Geo. W. Elder, from Portland.

Tacoma, April 5.—Arrived—Schooner Glendale, from San Francisco; steamer Edith, from fishing; steamer Czarina, from San Francisco. Sailed—Steamer City of Topeka, for Alaska; steamer Queen, for San Francisco; steamer Elihu Thomson, for Skagway.

New York, April 5.—Arrived—Graf Waldersee, from Hamburg; Auguste Victoria, from Genoa; Minnehaha, from London.

Liverpool, April 5.—Arrived—Campania, from New York.

Seattle, April 5.—Sailed—Steamer City of Seattle, for Skagway; steamer City of Topeka, for Skagway; steamer Farallon, for Skagway. Arrived—Steamer Progreso, from San Francisco.

New York, April 5.—Arrived—La Aquitaine, from Havre.

Muroran, April 5.—Sailed—Ventor, for San Francisco.

San Francisco, April 5.—Arrived—Steamer Aztec, from Tacoma; steamer Hermonthis, from Seattle; steamer Geo. W. Elder, from Portland; steamer Empire, from Coos Bay. Sailed—Steamer Una, for Port Blakeley.

Yokohama, April 5.—Arrived—Glenogle, from Tacoma, for Hong Kong; Tartar, from Vancouver, for Hong Kong.

Hiogo, April 5.—Arrived previously—Tangtse, from Singapore, etc., for Seattle.

Genoa, April 5.—Arrived—Hohenzollern, from New York, via Naples.

Antwerp, April 5.—Sailed—Kensington, for New York.

Havre, April 5.—Sailed—La Champagne, for New York.

Liverpool, April 5.—Sailed—Saxonia, for New York.

Cherbourg, April 5.—Sailed—Philadelphia, from Southampton for New York.

New York, April 5.—Sailed—Mesaba, for London; Mongolian, for Glasgow; Rotterdam, for Rotterdam, via Boulogne; Umbria, for Liverpool; Lahn, for Naples and Genoa; Patrician, for Hamburg, via Plymouth and Cherbourg; La Bretagne, for Havre.

Boston, April 5.—Arrived—Sylvania, from Liverpool and Queenstown; Sardinian, from Glasgow, via Halifax.

New York, April 5.—Arrived—St. Louis, from Southampton and Cherbourg.

POOR POSTAL SERVICE.

A Complaint in the Matter of Mail Delivery at Woods.

WOODS, Or., April 1.—(To the Editor.)—As it seems to be the fashion in these days for people to air their grievances in the public press, I desire to call your attention to the very unsatisfactory mail service between this point and Portland. We have a daily mail which is carried from Sheridan on horses a distance of 42 miles, and I am informed by some of the postmasters on the route that the mails arrive frequently so wet that the wrappers on some packages are entirely destroyed, and it is impossible to tell who are the rightful owners. In fact, many packages are entirely lost. Several persons here are subscribers to The Daily Oregonian. The paper, being published in Portland in the morning, ordinarily reaches this place at 10 o'clock on the morning following. Sometimes it fails to arrive at all, and is frequently two or three days behind time.

It is evident that there is carelessness somewhere, and I think this line would be a good field for an inspector. If The Oregonian can, by some means, attract the attention of the proper authorities to this matter which will result in an improvement in the service, it will have conferred a favor on its readers in this locality. SUBSCRIBER.

AT THE HOTELS.

THE PERKINS.

C B White, Omaha
J R Upson, St Paul
Mrs W D Winship, Ilwaco, Wash
H B Holcomb, do
E C Watson, Tacoma
W K Allen, Newberg
W Feighan, Vancouver
Chas Butler, Pt Town
L S Franch, Mich
Will J Law, Mpls
J C Zonig, Seattle
A O Weston, Everett
S E Miller, Union
Bert Went, Portland
W C Shearer, do
C D Trassett, Vancou
W E Lewis, S F
H L Boardman, McMin
J E McCarty, S F
Mrs J E McCarty, S F
Miss Louise Baker, SF
J C Yager, S F
Chas Day, Wellsville, N Y
P K Luischy, Seattle
Frank Danna, do
E W Cummings, do
Ed Tracy, do
W E Mallory, Central
L K Moore, Moro
Mrs L K Moore, do
Leroy W Logan, Moro
Mrs H E Salsich, Milw
Gertrude Salsich, do
Miss Paler, do
W A Stratton, Detroit
Mrs Sullivan, S F
John M Berry, Tacoma
F H Kiddie, Island City
D H Nelson, Sacto
Mrs D H Nelson, do
Miss Nelson, do
Tony Lubelski, S F
O Nunemeier, Montesano
V Nunemeier, do
Chas Warda, Aberdeen
H Morgan, do
H J Russell, S F
Wm Eccles, Viento
Mrs Wm Eccles, do
J C Carroll, Butte
W W Bell, S F
Thos Kelley, Chippewa Falls
Carl Morrisson, Indpls
W H Welch, Salem
T P Randall, Or City
N E Boyd, Mitchell
E J Calley, S F
H W Richardson, Aurora, N Y
Mrs H W Richardson, Aurora, N Y
H C Dudman, S F
Mrs H C Dudman, S F
H W Jones, Amity
Otto F L Hesse, Neb
J P Atkin, Kalama
S S Foote, Corvallis
R S Hutchinson, do

THE IMPERIAL.

C. W. Knowles, Manager.

N G Howell, Asto
A B Leitzenty, Union
J W Everington, Third Infantry
D G Andrews, S F
J P Davenport, S F
Clyde Peclin, Beaver City
N Meyer, Chgo
J W Crow, Pendleton
Elizabeth Hamilton, Linnton
R S Moore, Klamath Falls
L R Searles, N Y
O E Roe, S F
B W Johnson, Corvallis
E R Bryson, do
A Cohn and Mrs Cohn, Tekoa
Jno S Gray, Detroit
Mrs Jno S Gray, do
Mrs W R Kales & chd, Detroit
Fred Marshall, Mont
Mrs Marshall, do
A J Williams, N Y
Theo Fitzgerald, Pendl
Leon Lambert, Grant's
Ed Switzler, Pendleton
Mrs Switzler, do
A W Ellis, Sumpter
E Nieberding, Boise
W H Fowler, Pendletn
W I Reed, Oakland
J W Thomas, Rock Springs
J E Jenkins, Wash, D C
J Plizsoes, France
W H Rogers, St Louis
Mrs Rogers, do
W H Johnson, Grant County
Mrs W H Johnson, do
Mrs C P Johnson, do
Miss Nellie Johnson, do
Andrew Picard, Chema
Willis Blodgett, do
Saml Dobrin, S F
L L Woolery, Ione
Timothy Bromlut, The Dalles
M Clegg, Iowa
Master Murray, Louisv
B L Curtis, Neb
A H Huntington, Baker
J A Dubbs, Denver
Mrs J A Dubbs, do
A J Beach, Lakeview
P B Evans, do
Mrs A R Waggoner, Heppner
Mrs H B Day, Dayton
G E Willman, city
Geo Yokely, Aberdeen

Hotel Brunswick, Seattle.

European plan. Popular rates. Modern improvements. Business center. Near depot.

Tacoma Hotel, Tacoma.

American plan. Rates, $3 and up.

Donnelly Hotel, Tacoma.

European plan. Rates 50c and up.

DAILY METEOROLOGICAL REPORT.

PORTLAND, April 5.—8 P. M.—Maximum temperature, 60; minimum temperature, 39; river reading at 11 A. M., 3.8 feet; change in the past 24 hours, 0.2 foot; total precipitation, 5 P. M. to 5 P. M., 0.02 inch; total precipitation since Sept. 1, 1901, 32.32 inches; normal precipitation since Sept. 1, 1901, 38.82 inches; deficiency, 6.50 inches; total sunshine April 4, 2:30; possible sunshine April 4, 13:00.

PACIFIC COAST WEATHER.

STATIONS.	Max. temp.	Precipitation last 12 hours.	Wind. Velocity.	Wind. Direction.	State of weather.
Astoria	52	0.04	8	SW	Raining
Baker City	54	0.00	10	SE	Cloudy
Bismarck	58	0.00	18	NW	Pt. cloudy
Boise	58	0.00	*	E	Cloudy
Eureka	64	**	6	S	Cloudy
Helena	50	0.00	12	W	Clear
Kamloops, B. C.	40	0.00	00	Clm	Pt. cloudy
Neah Bay	50	0.00	14	SE	Cloudy
Portland	60	**	*	S	Cloudy
Portland	60	0.02	*	SE	Rain
Red Bluff	64	0.00	*	SE	Cloudy
Roseburg	62	0.04	*	SW	Cloudy
Sacramento	66	0.08	6	SE	Pt. cloudy
Salt Lake	58	0.00	16	N	Cloudy
San Francisco	64	0.04	10	W	Cloudy
Spokane	58	0.00	6	SW	Clear
Seattle	60	0.00	6	N	Pt. cloudy
Walla Walla	64	0.00	*	NW	Pt. cloudy

*Light. **Trace.

WEATHER CONDITIONS.

Light rain has fallen today in Western Oregon and California. Elsewhere in the Rocky Mountain and Pacific Coast States fair weather has prevailed. The temperature is slightly above normal in Oregon, Washington and Northern Idaho, and slightly below normal in Northern California and Northern Nevada.

The pressure has fallen during the last 24 hours over all sections of the Pacific Northwest, and showers are indicated for this district Sunday.

WEATHER FORECASTS.

Forecasts made at Portland for the 28 hours ending at midnight Sunday, April 6:

Portland and vicinity—Showers, with southerly winds.

Oregon, Washington and Idaho—Cloudy, with showers; winds mostly southerly.

A. B. WOLLABER, Acting Forecast Official.

Woman's Nightmare

No woman's happiness can be complete without children; it is her nature to love and want them as much so as it is to love the beautiful and pure. The critical ordeal through which the expectant mother must pass, however, is so fraught with dread, pain, suffering and danger, that the very thought of it fills her with apprehension and horror. There is no necessity for the reproduction of life to be either painful or dangerous. The use of **Mother's Friend** so prepares the system for the coming event that it is safely passed without any danger. This great and wonderful remedy is always appliedexternally,and has carried thousands of women through the trying crisis without suffering.

Mother's Friend

Send for free book containing information of priceless value to all expectant mothers.

The Bradfield Regulator Co., Atlanta, Ga.

Lewis and Clark Centennial —AND— Exposition Site.

Without disparaging the laudable efforts of others who are seeking to procure the location of the Exposition and Fair on any other site, we desire to call your attention to the superior advantages of the University Park site. It is below all bridges, where the ocean-going vessels of all nations can land their exhibits from the decks of their government vessels onto the high land and within the limits of the proposed site. This convenience will make it much easier to procure attractive exhibits from foreign countries and will be a strong inducement to get such countries to be represented in a naval display with one or more war vessels. We must have something new to attract the people. No other exposition has had anything in the line of naval display, and this is our opportunity. A sham battle between a land and naval force, representing the navies of the world, would advertise our port and river beyond anything else possible, which might also assist in getting appropriations for the river. We should not allow this opportunity to set Portland right before the world as a seaport to pass. You remember the thousands of people that came to Portland to see the Baltimore and Charleston when they lay silent in our harbor. Excursions should leave the grounds hourly for points up the Columbia and to Astoria and the jetty. Many visitors will desire to say that they saw the Pacific Ocean and the Columbia scenery. These excursions should be made a prominent feature of the entertainment. A round trip from the University Park site to the ocean, Astoria, or up the Columbia and return is much shorter than from any other site offered. Such excursions could not be conducted from any point above the bridges, as they would obstruct the travel over the bridges. The bridges must be kept free as possible from obstruction of every kind. It will burden the bridges to their full capacity to accommodate the travel on that occasion, even if the draws were to be kept closed all the time.

A large per cent of the benefits to Portland will be lost if a river site be not selected. Our harbor is everything to Portland, and we must show it to the best advantage. If the Exposition be held at University Park the visitors, in passing to and from the grounds by boat, would pass beneath the forest of masts; by rail would travel along the borders of the harbor the whole distance, and by boulevards, would be in full view of the harbor and industries of the city the entire trip, and while there every visitor would continually have this magnificent sight beneath his vision. No one will deny that Portland and the entire Northwest received a benefit beyond computation through the favorable impression made on the river and harbor committee by the view of the harbor and the ships therein. The University Park site contains 200 acres of high land, interspersed with groves of second-growth cedars and firs. Some of these four and five-acre groves are wonderfully beautiful. One growth in particular will amaze Eastern people. It is composed of fir trees as straight as a gauge and 100 feet without a limb, and stands on ground once cleared by John Mock, who now lives near by and owns the grove. This grove shows the rapid growth of timber in the Northwest. Thirty acres (Columbia Park) of this 200 acres, are owned by the City of Portland. It was bought by the City of Albina for a park before consolidation. It saves the citizens of Portland the expense of buying more land at this time. The purchase price of the park was $30,000. It is the proper place to erect a monument to Lewis and Clark, as it was the highest point up the Willamette reached by any member of that historic expedition. The proposed log cabin, such as the world has never seen, made of trees 300 feet long, can be erected on this park at much less cost than at any point away from the river, as the logs can be floated to the grounds. This cabin can remain on Columbia Park, owned by the city, as an attraction to visitors, when our great forests shall be no more. The use of University Park site is offered free, thus leaving all the money we can raise to put into the success of the Exposition. Now that the subscriptions are taken with the understanding that no part of the money shall be used to purchase land, it leaves the park the only available site for a monument to Lewis and Clark.

Portland is a party to an implied covenant with all the other exhibitors to use its best energies and every particle of means at its command to make this enterprise the greatest success possible. It can not, it must not allow any selfish scheme to impair, in the slightest degree, the highest possible attainment.

Adjoining the high land of 200 acres at University Park there is a lake of 100 acres which may be used also without cost. The Willamette River washes the banks on another side and can be used for water sports if necessary. The high fences around the grounds, necessary on all such occasions, can be set below the top of the high bank on two sides, thus leaving an unobstructed view of the whole City of Portland, including East Portland and Albina, as well as our beautiful natural scenery, our harbor and passing vessels. On the University Park site is a large, substantial four-story building made of stone and brick, which can be used without cost to the association, and will result in a large saving which will materially assist in getting back the money we subscribe. Besides this liberality on the part of the Columbia University, it will agree to perpetuate as a gymnasium and art hall, without any cost to the City of Portland, in the name of Lewis and Clark, the large central building which must be constructed for this occasion. This would stand as a permanent, visible monument to the memory of Lewis and Clark, as well as to the enterprising people of Portland, who, by their energy and money, pushed this Exposition to a successful conclusion. It would also save the expense of taking down the building. The University Park site is practically on the state line between Oregon and Washington, which would be, to some extent, a just recognition of the generosity of the Washington people in assisting in the success of the celebration. Old historic Fort Vancouver in Washington appears to be only a stone's throw from University Park site and in plain view. A beautiful view of 100 miles of the State of Washington, including valleys, mountain ranges and the three perpetually snow-capped peaks of Mount St. Helens, Mount Adams and Mount Rainier, in that state, are sublimely portrayed from the University Park site. This site touches the mighty Columbia, whose valley Lewis and Clark came to explore. History unquestionably says it is the highest point up the Willamette reached by any member of the expedition, and that Captain Clark stood on this site early in the morning of April 3, 1806. Five perpetually snow-capped peaks can be seen from this site, the three above named in Washington and Mount Hood and Mount Jefferson in Oregon. The scenery at any other point cannot be compared with it.

The O. R. & N. lines are now, and the Northern Pacific lines are being constructed to the border of this site, and the O. R. & N. will handle the business of the Southern Pacific free of profit, which brings all railroads entering Portland to the limits of the University Park site.

The O. R. & N. can run from East Second and East Morrison streets to University Park in 10 minutes, which is at the slow speed of 25 miles per hour, and carry 2000 passengers each trip. Many persons would prefer to our crowded street-cars the charming dustless boat ride, which would land the passengers inside the grounds. No other point named can furnish such excellent means of transportation.

Portland's grand system of 100-foot boulevards all touch this site. It is easily accessible to all street-car lines. No two modes of transportation would have the same entrance to the grounds; that is to say, passengers by boats will enter at one gate, those by railroads at another, those by street-cars at another, and those coming by way of the boulevards at another gate, thus reducing to a minimum the liability to accident.

To hold the Exposition above the bridges would be seriously to obstruct travel over the bridges, and might prove to be dangerous to Portland's prospects of getting necessary appropriations for the Willamette and Columbia Rivers. The Willamette channel above the bridges is narrow, shallow and at places rocky, which would impress our hundreds of thousands of visitors with the idea that the river is of no importance and not deserving of the large appropriations for which we are asking. The open channel to the sea is becoming a serious matter to Portland and must be guarded against the slightest danger of attack. The frequent excursions down the river and the appearance of our harbor would make the right impression on our visitors and would make many conversions to our cause. No petty personal consideration should be allowed to stand in the way of the greatest good to the whole city and country. The benefits to the whole city and country should be paramount to any selfish lot-jobbing schemes.

Hoping that you will view this subject from a broad, patriotic base, and use your influence for the location that will produce the most lasting benefits for the money and energy expended, we are,

PENINSULA BOARD OF TRADE.

MEETING NOTICES.

MASS MEETING.—A meeting of all the Knights of Pythias of this city will be held at the Auditorium next Monday evening, to discuss the matter of erecting a Pythian Castle. A full attendance is requested.

J. J. MURPHY, Chairman.

BORN.

CAWSTON—To the wife of Sydney A. Cawston, 726 Northrup st., a daughter.

FUNERAL NOTICES.

VILLIGER—Friends and acquaintances are invited to attend the funeral of Mrs. Verena Villiger. Services will take place at St. Joseph's Church, at 2 P. M. Interment at Lone Fir cemetery.

KELLEY—In this city, April 4, 1902, Edward Kelley, aged 57 years. Funeral Sunday, April 6, at 3 P. M., from Dunning & Campion's undertaking parlors, 266 Burnside st. Interment St. Mary's. Friends invited.

RINIKER—In this city, April 5, 1902, Lottie Riniker, aged 42 years 6 months and 1 day. Friends and acquaintances are respectfully invited to attend the funeral services, which will be held at the residence of Perry Baker, 651 Hood st., at 2 P. M., today. Interment Greenwood cemetery.

CUDDY—In this city, April 4, at 4:30 P. M., Bertie Marguerite, aged 10 years, 3 months and 4 days, daughter of W. J. and D. M. Cuddy. The funeral will be held at 3 P. M. Sunday, April 6, from Seventh-Day Adventist Church, corner East 11th and East Everett sts. Interment at Lone Fir.

ZENSEN—In this city, April 3, 1902, at the residence, 515 Albina ave., Helva Marietta Zensen, aged 17 years, 4 months, 29 days; daughter of Charles T. and Anna M. Zensen. Funeral services will be held Sunday, 3 P. M., at the Central Methodist Episcopal Church, cor. Kerby and Russell sts., Albina. Friends and acquaintances are respectfully invited to attend. Interment will be at Trenton, Mo.

J. P. FINLEY & SON Progressive Funeral Directors and Embalmers, Cor. Third and Jefferson Sts. Competent lady ass't. Both phones No. 9.

EDWARD HOLMAN, Undertaker. 4th and Yamhill sts. Rena Stinson, lady assistant. Both phones No. 507.

CLARKE BROS., 289 Morrison St. Fine flowers and floral designs.

NEW TODAY.

A. J. FARMER, WHOLESALE AND RETAIL Grocer, Third and Jefferson—6 packages Yuco Breakfast Food, 25c; 2 packages Malta Vita, 25c; 4 packages Mother's mush, 25c; 4 packages Premium Breakfast Food, 25c; 10-lb. box Portland crackers, 50c; 1-lb. box Arm and Hammer soda, 5c; 1 lb. Royal baking powder, 40c; 1 package Scotch oats, 10c; 10 lbs. good rice, 40c; 10 lbs. pink beans, 30c; 8 lbs. pearl barley, 25c; 7 lbs. split peas, 25c; 1 box No. 1 macaroni, 35c; 1 package Gold Dust washing powder, 15c; 1 lb. good English Breakfast tea, 25c; 12 pounds California prunes, 25c. I have a snap in preserves, regular price 25c, 15c. 15-lb. kit salt salmon, $1; best Eastern hams, 12½c; 12 bars Savon soap, 25c; 2 large whitefish, 25c; 1-gal. can table syrup, 45c; 1 kitchen broom, 15c; 1 mop stick, 10c; 1 sack best Valley flour, 70c; 1 dozen cans deviled ham, 40c; 2 cans Crawford peaches, 25c; 2 cans Bartlett pears, 25c; 1 can Waldorf sifted peas, 10c; 1 lb. broken Java coffee, 10c; 1 gallon Vermont maple syrup, 90c; 1 package Germea, 20c; 1 bar Rising Sun stove polish, 5c; 1 gallon best sorghum (bring jug), 50c; 100-lb. sack best Western sugar, $4.25.

LOWER PRICES; CONVENIENT TRADING. Fresh and cured meats; also a full line of groceries, all in the one building, and ran by F. H. Rupert, thus avoiding patrons the necessity of having two separate accounts—one for the butcher and one for a grocryman, and the inconvenience of separate deliveries. Our stock is complete in every detail. Butter, a first-class "hand-separator butter," equal to the best creamery, 50c square, full weight; dairy, 40c and 45c square. Coffee, a "HIGH-GRADE Java and Mocha," 25c lb. We deliver everywhere. Full weight and measure guaranteed. California Market, 185 Third. Phone Main 953, Columbia 641.

THE UNDERSIGNED GIVES NOTICE THAT he will receive sealed bids for the stock of merchandise and fixtures and notes and accounts of the estate of the McMinnville Grange & Farmers' Company, of McMinnville, Oregon, up to 12 o'clock of April 19, 1902. Bids for stock and fixtures to be separate from bids for accounts and notes. Certified check for ten (10) per cent of the amount bid to accompany each bid, and right is reserved to reject any and all bids. The property may be inspected at McMinnville, Oregon, between now and date of sale. Inventory at my office. Bids will be opened at First National Bank of McMinnville, April 19.

R. L. SABIN, Mortgagee, Office Front and Ankeny sts., Portland, Or.

$3750—10 ACRES, NEW 7-ROOM HOUSE, near car line.
$800—5 acres, unimproved, near car line.
$1600—Fine 7-room house, lot 137x80; variety of fruit; slightly situation.
$1200—10 acres, 6-room house, furniture; barn; 800 pear trees; 100 prunes; 50 apples, and all kinds of small fruits; good water; on South. Pac. BARFOOT & MONROE, 125 and 126 Abington bldg.

ACREAGE ON PENINSULA — OVER 600 acres, $20 to $275 per acre; rooms and houses to rent or sell; reasonable prices for good locations. Some good bargains now offered. The Buchanan tract in bulk or in sections, situated in heart of 1905 fair site; we offer at fair prices. Home Land Co., University Park, Oregon.

FOR SALE—CHINESE PHEASANTS, 385 Ross st.

FOR SALE—FURNITURE OF SEVEN-ROOM house; rent very reasonable; roomers if desired. Q 69, care Oregonian.

160 ACRES IN MALHEUR BASIN, CENTER of oil fields, near Vale, $3 per acre. X 65, Oregonian.

CLASSIFIED AD. RATES

"Rooms," "Rooms and Board," "Housekeeping Rooms," "Situations Wanted," 15 words or less, 15 cents; 16 to 20 words, 20 cents; 21 to 25 words, 25 cents, etc. No discount for additional insertions.

UNDER ALL OTHER HEADS except "New Today," 30 cents for 15 words or less; 16 to 20 words, 40 cents; 21 to 25 words, 50 cents, etc.—first insertion. Each additional insertion, one-half; no further discount under one month.

"NEW TODAY" (gauge measure agate), 15 cents per line, first insertion; 10 cents per line for each additional insertion.

ANSWERS TO ADVERTISEMENTS, addressed care The Oregonian and left at this office, should always be inclosed in sealed envelopes. No stamp is required on such letters.

The Oregonian will not be responsible for errors in advertisements taken through the telephone.

AMUSEMENTS.

FREDERICKSBURG MUSIC HALL—SEVENTH AND ALDER STREETS

FLYNN'S LONDON GAIETY GIRLS In "A Jay Circus."

THE DOCKMANS, The World's Champion Bag-Punchers.

SEYMOUR AND HILL, Up-to-date Eastern Acrobats.

General admission, free; reserved seats, 25c; boxes, according to location.

NEW TODAY.

NOTICE

It has been determined by the owners of the quarter block (100 feet square) on the northeast corner of Seventh and Stark streets, to erect a good, substantial, modern building of three or four stories in height, and the undersigned, as agents, will be pleased to meet with any prospective tenant or tenants for the renting of the first two stories. A wholesale or retail business house would have the preference.

ROUNTREE & DIAMOND, 241 Stark, corner Second.

Down It Goes!

BEST CREAMERY BUTTER.....50c
10,000 lbs. No. 1 Norway Mackerel, each 10c

Full cream cheese	12½c, 15c
Swiss cheese	20c, 25c
Limburger, each	25c
5-lb. pail lard, for	50c
50-lb. pail lard, for	$4.75

BEST EASTERN HAMS, 13c
LA GRANDE CREAMERY, 264 Yamhill.

$2000 10 ACRES, 6 MILES EAST OF Portland; 7-room house and good barn; well improved.
$5000 12-room modern house and corner lot, 50x114, on Fourth and Caruthers; cost $11,000 in 1892.
$6.50 per acre—Good farm, near Kelso, Wash.; sell or trade.
$1750 7-room house and lot on Grant st., near Fourth.

Several bargains in foreclosed farms. ROSENTHAL & CO., room 4 Mulkey bldg., cor. Second and Morrison.

Do you want to build a home or business block? Buy a farm or pay off a mortgage?

THE CALIFORNIA, OREGON AND WASHINGTON HOME-BUILDERS' ASSOCIATION

417 ABINGTON BLDG., PORTLAND, OR.

Will advance the money, allowing you to repay the same at $5 per month. For particulars apply to agents or office.

FOR RENT

Warehouse, 100x200, near Terminal Grounds. Apply PACIFIC PAPER CO., Front and Stark.

IVANHOE

Lots 50x100, wide streets and alleys, good car service, fine view, perfect drainage, pure water; several nice homes on the tract. Prices $125 to $200; $25 down and monthly payments. See this beautiful property before buying anywhere. COMPTON & GIBSON, 202 Washington.

5% and 6% Money

On good West Side city property.

ROUNTREE & DIAMOND, 241 Stark, cor. Second.

20 LBS. Dry granulated sugar, $1; 10 lbs., 50c; 5 lbs., 25c. Best Valley flour, 70c sack; 3 cans corn, 25c; 3 cans beans, 25c; 3 cans peas, 25c; 2 cans of best peaches, 25c; 2 cans of best apricots, 25c; 5-lb. can of pure lard, 70c; lard in bulk, 10c lb.; best hams, 12½c lb.; Oregon creamery butter, 50c; Oregon eggs, 15c doz.; 30 bars Cudahy's C soap, $1. Call and let us save you money on groceries. Oregon Cash Grocery Co., 234 North 14th.

Read This FOUR LARGE HOUSES and 100x100, few blocks from business center; monthly rental $100. This is a gilt-edge investment; price $15,000, only $4000 cash, balance long time.

C. H. KORELL, 251 Washington st.

A FEW BARGAINS

$1100—¼ block