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JANUARY, 1904

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# Lewis <sup>AND</sup> Clark Journal



1805, PORTLAND, OREGON. 1905



THE LEWIS & CLARK CENTENNIAL  
PORTLAND - OREGON - 1905  
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### STATEMENT OF THE CONDITION OF The United States National Bank

at the Close of Business November 17, 1903

Assets:		Liabilities	
Loans and Discounts.	\$1,373,921.01	Capital.....	\$300,000.00
U. S. Bonds to Secure Circulation.....	300,000.00	Surplus and Undivided Profits....	93,467.09
U. S. and other Bonds and Premiums .....	317,783.83	Circulation .....	300,000.00
Real Estate, ....	18,983.82	Dividends Unpaid,	153.00
Office Furniture and Fixtures .....	6,000.00	Deposits .....	2,598,643.66
Bank Building .....	125,000.00		
Cash & Due from Banks	1,150,575.09		
	\$3,292,263.75		\$3,292,263.75

#### Board of Directors

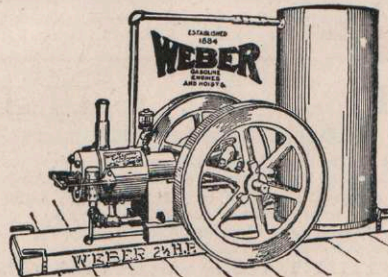
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and President Farmers and Merchants National Bank, Los Angeles  
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President California Wine Association  
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#### Statement of Condition, October 1, 1903

RESOURCES		LIABILITIES	
Loans	\$1,810,322.30	Capital	\$ 250,000.00
Bonds	\$870,904.91	Surplus and	
Premiums	1,242.93	undivided profits	96,556.88
Cash and due	872,147.84	Deposits	3,156,587.38
from correspondents	820,674.12		
	\$3,503,144.26		\$3,503,144.26

Interest paid on Savings Accounts and on Time Certificates of Deposit

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# Lewis and Clark Journal

January, 1904

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The Lewis and Clark Journal offers larger commissions to agents for subscriptions than any other publication. It is the official bulletin of the Lewis and Clark Fair, and everyone will be anxious to subscribe for it. For information regarding our special offer to agents, write or call on

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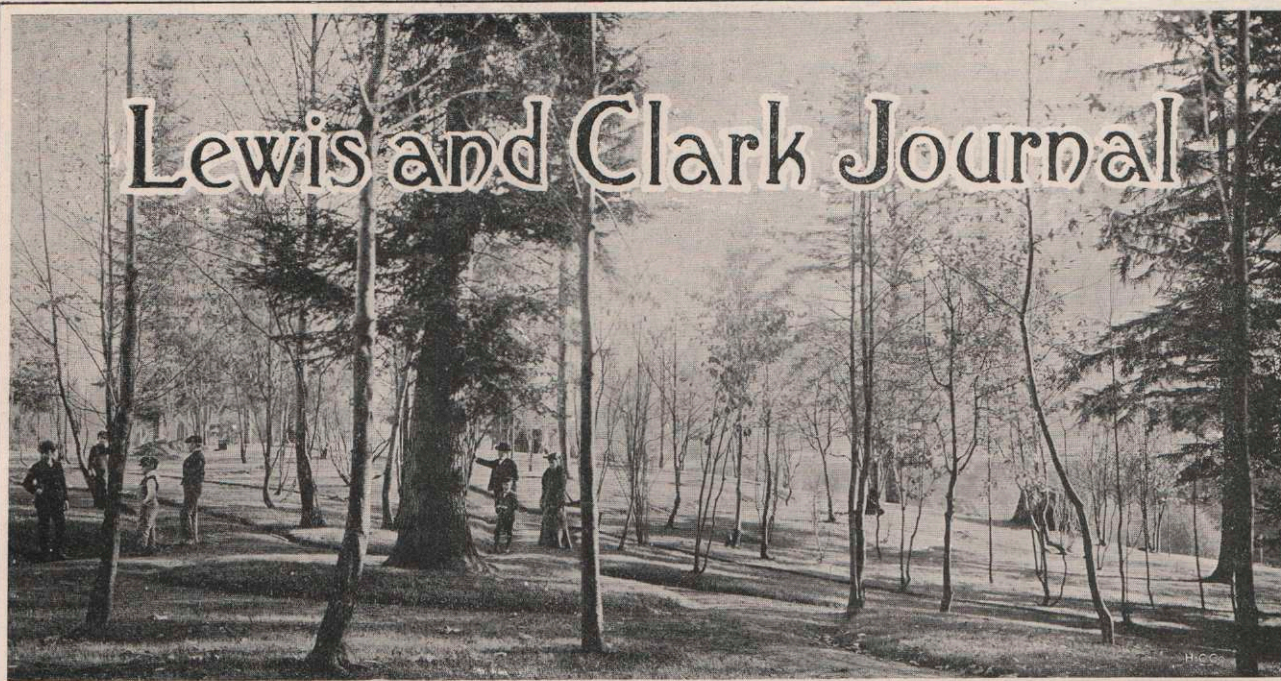


MT. HOOD FROM PORTLAND.

*(Photographed from the tower of the Oregonian Building, 60 miles distant, by F. A. Shogren, of the Oregonian Art Department.)*



# Lewis and Clark Journal



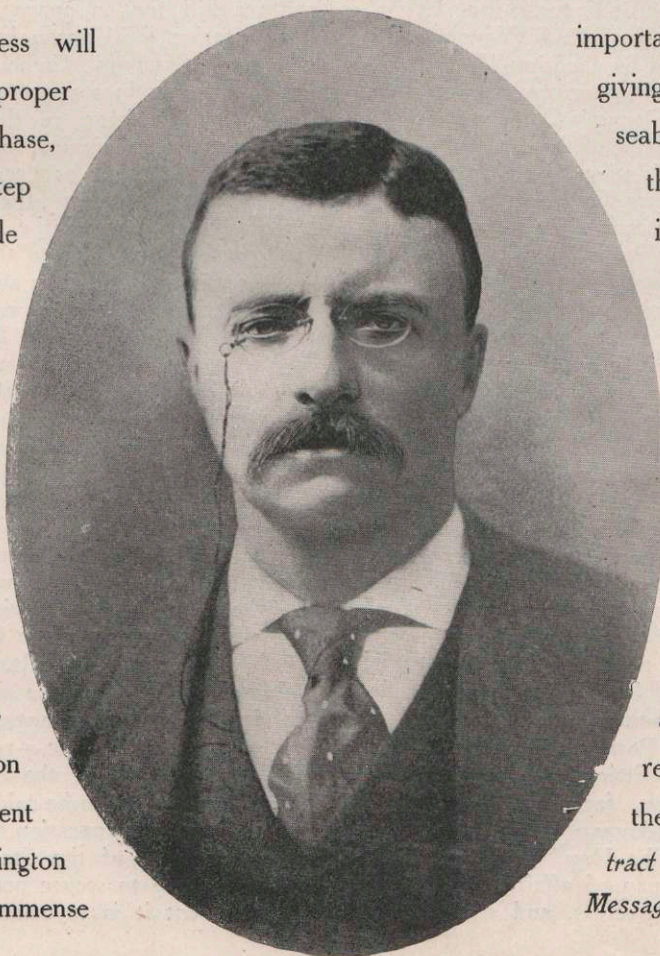
Vol. I

PORTLAND, OREGON, JANUARY, 1904

No. 1

## President Roosevelt's Recommendation to Congress in behalf of the Lewis and Clark Fair

"I trust that the congress will continue to favor, in all proper ways, the Louisiana purchase, which was the first great step in the expansion which made us a continental nation. The expedition of Lewis and Clark across the continent followed thereon, and marked the beginning of the process of exploration and colonization which thrust our national boundaries to the Pacific. The acquisition of the Oregon country, including the present states of Oregon, Washington and Idaho, was a fact of immense



importance in our history; first giving us our place on the Pacific seaboard, and making ready the way for our ascendancy in the commerce of the greatest of oceans. The centennial of our establishment upon the western coast by the expedition of Lewis and Clark is to be celebrated at Portland, Oregon, by an exposition in the summer of 1905, and this event should receive recognition and support from the national government"—*Extract from the President's Annual Message to Congress, Dec. 7, 1903.*



## Lewis and Clark Centennial--Its Inception and Progress

BY THE EDITOR OF THE LEWIS AND CLARK JOURNAL

Inception of the Lewis and Clark Centennial lay in the desire of the people of the Oregon Country to commemorate the only important expedition of exploration in the history of the United States. The foundation of the Centennial is in the spirit of progress which marks a virile, pushing, energetic people—their purpose to celebrate a great deed, to honor its doers, and to extend to the uttermost the benefits resulting from it. As the emblem of their purpose they have adopted a design which symbolizes the leading of Columbia to the sun-down sea by the intrepid pathfinders.

The first suggestion of a Lewis and Clark Fair in Portland is generally conceded to the late Lewis B. Cox, a well-known lawyer, who brought it to the Oregon Historical Society's attention in December, 1900, and received that body's prompt indorsement of the proposal. The suggestion was taken up by press and people, and has gained momentum steadily. Others who are given credit for the suggestion are D. E. McAllen, of Portland, and Henry Bucey, of Tacoma.

In February, 1901, the Oregon Legislature adopted resolutions declaring the purpose of the State of Oregon to celebrate the Lewis and Clark Centennial by a great American and Oriental Fair; pledging financial aid by the State of Oregon; authorizing and directing the Governor of Oregon to appoint a commission of five citizens to represent the State of Oregon in connection with the Fair. Immediately thereafter Governor Geer appointed a State Commission as follows: Hon. H. W. Corbett, Hon. C. B. Bellinger, Hon. C. W. Fulton, Hon. H. E. Ankeny, Hon. E. E. Young. The Commission promptly organized by choosing H. W. Corbett as President and Willis S. Duniway as Secretary.

During February, 1901, General O. Summers and Mr. J. M. Long visited the capital of the State of Washington, placed before the Legislative Assembly the proposal of the Oregon Legislature for a centennial celebration and invited the Evergreen State's co-operation. At the same time Mr. W. S. Duniway visited the Legislatures of Idaho and Utah on a similar errand. All three Legislatures promptly adopted resolutions of co-operation, and the Governors of the states named commissioners to confer with the Oregon Commission and make recommendations for future action.

After considerable correspondence, the Oregon State Commission arranged a meeting of Commissioners of the states of the Pacific Northwest for a conference on the 24th of November, 1901, at the Hotel Portland. As a result of this conference an address was prepared and issued to the public by Judge J. H. Richards, of Idaho, Judge C. B. Bellinger, of Oregon, and Mr. H. W. Scott, editor of the Portland Oregonian, which soon received the signatures of all the Commissioners of the respective states. It set out fully the reasons for the Centennial—its element of patriotism, historical foundation, demand on state pride, and commercial features.

The people of the City of Portland promptly demonstrated their purpose to hold a fitting celebration by subscribing \$400,000 in two days, forming a corporation and choosing twenty-five well-known business and professional men as directors. The Hon. H. W. Corbett, a conspicuous and masterful man of affairs, was chosen President of the Board of Directors, and served until

his death, March 31, 1903, when his mantle fell upon Mr. H. W. Scott, who also has long been a great and positive personality in the Oregon Country. Mr. H. E. Reed, a well-known and capable newspaper man, was chosen Secretary of the corporation and is giving his entire time to the exacting duties of the position.

The Oregon State Commission presented to the Legislative Assembly of 1903 a full report of its actions during the preceding biennial term and recommended an appropriation of \$500,000 by the state. Very promptly the Legislature made an appropriation of the full amount, and Governor Chamberlain appointed the following gentlemen to constitute the Commission: Jefferson Myers, J. H. Albert, F. G. Young, Frank Williams, C. B. Wade, J. C. Flanders, W. E. Thomas, F. A. Spencer, G. Y. Harry, Dr. Dav Raffety and Richard Scott. This Commission organized by choosing Hon. Jefferson Myers as President and Mr. E. C. Giltner as Secretary. Mr. Myers is a man of affairs, with wide knowledge of the state's resources, and brings to his position a geniality and enthusiasm that will greatly benefit the Fair. Mr. Giltner brings to his office fitness and experience in similar work. The State Commission has already done much preliminary work in the way of arranging for proper representation of the counties of Oregon at the Fair.

The people of the Oregon Country expect the National Government to erect a suitable building and make a worthy exhibit at the Lewis and Clark Exposition in 1905. To that end Senator Mitchell has before the Senate a bill for an appropriation of \$2,125,000, and Representative Williamson has introduced a like bill in the House. Senators Mitchell and Fulton have made admirable speeches in support of the measure—the former setting out the history of the Oregon Country, stating the revenues it has yielded, and showing that the amount asked is but a small per cent of the sum Oregon has poured into the treasury; the junior Senator making his plea along the line of the great development of commerce on the Pacific Ocean that is at hand.

A feature of the Lewis and Clark Exposition, it now seems certain, will be the prominence to be given to the brave and loyal Shoshone Indian girl, Sacajawea (or Tsa-ka-ka-we-a, as the Ethnological Bureau spells it), who had been captured by the Mandans and held as a slave, but who became the wife of a French Canadian and was the guide to Lewis and Clark through the Rocky Mountains and westward. Her story is a most thrilling one, and forms the theme for a brief epic by a young Oregon writer, whose poem will be found on page 8. Women of the Oregon Country are raising a large fund for a bronze statue of Sacajawea, to be given place along with the monument to Lewis and Clark, whose cornerstone was dedicated at the City Park in Portland last May by President Roosevelt.

Matters relating to the site for the Fair at Portland—landscape gardening, water supply, engineering projects, transportation, etc.—receive attention on various pages of this paper at the hands of competent writers, and it remains only to be said here that the capable management of the corporation, having the cordial support and co-operation of the State Commission, is leaving nothing undone to secure proper celebration of the momentous event it is to commemorate.



# Historical Significance OF THE Lewis and Clark Expedition

By H. W. SCOTT

President of the Lewis and Clark Centennial

It is the historical significance of the Lewis and Clark Expedition, with the results of this primary exploration, which planted the flag of the United States for the first time on the shores of the Pacific Ocean, that is to give the celebration of the first centennial of the expedition, to be held at Portland in 1905, a National character. This expedition was an event of the first importance in the expansion of the United States. As such it claims recognition, and it is ready to set forth to the country the basis of its claims.

It was this expedition that led to the occupation and settlement by American citizens of the great Oregon Country. It preceded by more than forty years the acquisition of California, to which it was a contributory cause. It pushed our National boundary line to the shores of the Pacific, and gave us the territory between the forty-second and forty-ninth degrees of north latitude, from the summit of the Rocky Mountains to the great Western ocean.

Thus it completed the extension of the United States across the continent and gave us our outlook toward the Orient. The basis of our Pacific Empire was thus acquired, and the great accretions to it from Mexico and from Russia have been logical consequences.

It laid the basis for movement of one of the great dramas of history. To the migration of the races of the North, to their conquests as they have advanced, and to the introduction of the ideas of government with liberty, effected by their progress in so many parts of the world, the growth of modern civilization is chiefly due. Of this movement, the United States is the greatest single product or result; and a part of this movement is epitomized in the Expedition of Lewis and Clark across the continent of America to the Pacific Ocean. This expedition was a beginning which, though made less than one

hundred years ago, now has given us a shore line on the Pacific much longer than that on the Atlantic. It has led to the occupation and development of the vast Western region of the American continent. It has faced the United States toward the West, over the Pacific, as hitherto we have faced only toward the East, over the Atlantic. It has given the Pacific Northwest a position

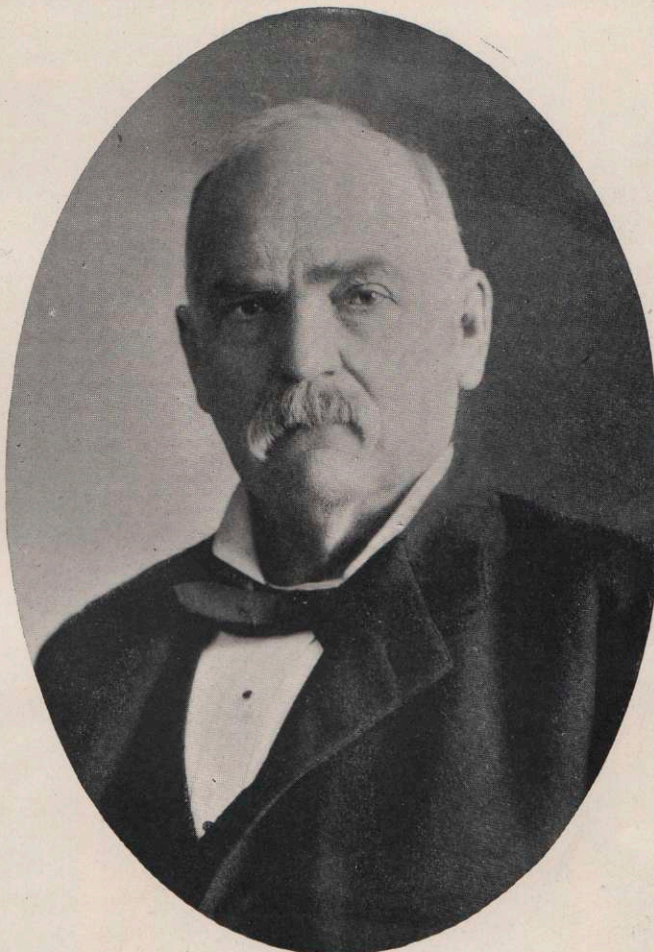
whence we shall take leading place in the commerce of the Orient, now on the eve of great development. Though it was not among the events that led up directly to the acquisition of the Philippine Islands, it secures the position we have gained there through another course of events. Thus the expedition of Lewis and Clark, though as humble an undertaking as the settlement at Plymouth or Jamestown, was the prologue to the theme of our later National expansion.

A century ago, Coleridge, great among greatest names in our literature, wrote: "The possible destiny of the United States of America as a Nation of one hundred millions of freemen, stretching from the Atlantic to the Pacific, living under the laws of Alfred and speaking the language of Shakespeare and Milton, is an august conception."

It is a conception now practically realized. The hundredth anniversary of the expedition of Lewis and Clark across the continent to the Pacific, that Anabasis

of the Western World, now about to be celebrated and commemorated here, will mark the fulfillment of the august conception, and we trust will awaken the interest and enlist the attention not only of our own country but in no small degree of the world at large.

*H. W. Scott.*



H. W. SCOTT



# Sacajawea

Behind them, toward the rising sun,  
The traversed wildernesses lay;  
About them gathered, one by one,  
The baffling mysteries of their way;  
To Westward, yonder, peak on peak,  
The glistening ranges rose and fell;  
Ah, but among that hundred paths  
Which led aright? Could any tell?

Brave Lewis and Immortal Clark,  
Bold spirits of that best crusade,  
You gave the waiting world the spark  
That thronged the empire paths you made.  
But standing on that snowy height,  
Where Westward yon wild rivers whirl,  
The guide who led your hosts aright  
Was that barefoot Shoshone girl.

You halted in those dim arcades,  
You faltered by those baffling peaks,  
You doubted in those pathless glades—  
But ever, ever true she speaks.  
Where lay the perilous snows of Spring,  
Where streams their westward course forsook,  
The wildest mountain haunts to her  
Were as an open picture-book.

Where'er you turned in wonderment  
In that wild empire, unsurveyed,  
Unerring still, she pointed West;  
Unfailing, all your pathways laid.  
She nodded toward the setting sun,  
She raised a finger toward the sea,  
The closed gates opened, one by one,  
And showed your path of Destiny.

The wreath of triumph give to her;  
She led the conquering Captains west;  
She charted first the trails that led  
The hosts across yon mountain crest;  
Barefoot, she toiled the forest paths,  
Where now the course of Empire speeds.  
Can you forget, loved Western land,  
The glory of her deathless deeds?

In yonder city, glory-crowned,  
Where art will vie with art to keep  
The memories of those heroes green,  
The flush of conscious pride should leap  
To see her fair memorial stand  
Among the honored names that be—  
Her face toward the sunset still,  
Her finger lifted toward the sea.

Beside you on Fame's pedestal,  
Be hers the glorious fate to stand—  
Bronzed, barefoot, yet a patron saint,  
The keys of Empire in her hand.  
The mountain gates that closed to you,  
Swung open as she led the way;  
So let her lead that hero host  
When comes the glad memorial day.

—Bert Huffman, Pendleton, Oregon.

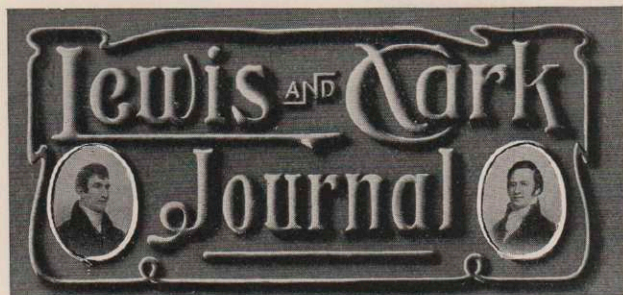




Minnetaree Women—Studies for the Bronze Statue of Sacajawea, the "Bird-Woman" who led Lewis and Clark across the Rocky Mountains to the Pacific.

PHOTOS FROM ETHNOLOGICAL BUREAU, WASHINGTON, D. C.





OFFICIAL BULLETIN OF THE LEWIS AND CLARK FAIR

ISSUED MONTHLY BY

**The Lewis and Clark Publishing Company**

McKay Building, Portland, Oregon

J. D. M. ABBOTT, PRESIDENT  
C. BEN RIESLAND, SECRETARY

SUBSCRIPTION PRICE \$1.50 PER YEAR IN ADVANCE  
ADVERTISING RATES ON APPLICATION

WILLIS S. DUNIWAY, Editor  
GERTRUDE METCALFE, Associate Editor

Vol. I

JANUARY, 1904

No. 1

The Lewis and Clark Journal will be issued each calendar month.  
It will spare no endeavor to furnish information about the  
forthcoming Exposition, the Pacific Coast and the  
Orient. ☐ Letters and facts relating to  
its purposes are invited

### SALUTATORY

Publication of the LEWIS AND CLARK JOURNAL is begun in the belief that it may be useful in promoting the celebration of the epoch-marking event that the Lewis and Clark Centennial is designed to commemorate. Unless it shall serve well the Exposition, it will have no excuse for existence. Generously as the local daily press may deal with the celebration, the fact remains that the Fair needs a handsomely printed paper, with fine engravings and special articles, devoted broadly to the interest of every part of the country which the Fair management seeks to have represented in the Exposition. It must be in no sense a local or sectional publication, but must from time to time deal with all parts of the "Oregon Country." It must be somewhat of a magazine in its matter and method, and must be gotten up in such style that it may be kept in convenient form for binding or filing. The fact that at least 10,000 copies per month are to be issued is in itself an advertisement of the Fair that must go far to reveal the magnitude of the celebration, the spirit of the people of the Pacific Northwest, and the purpose of the Exposition's management to make an exhibition worthy of the heroic exploration of 1805.

The LEWIS AND CLARK JOURNAL must set forth the historical basis of the Exposition's claim to the consideration of the people of the United States; it must show the quality of service rendered the nation by the long and hazardous trip of Lewis and Clark across an untracked

continent and the bearing of their achievement in extending American civilization; it must show the value of their expedition in the determination of the "Oregon question" favorably to the United States; it must record the rise and growth in the Northwest of religious, educational and commercial institutions; it must not neglect the art and literature of the Northwest, nor the ethnological matters that interest all who are concerned about the Indian, his past, present and future; it must set out things done, and to be done, politically, commercially, and socially; it must forecast the results of our contact with Oriental nations and the necessity of their proper representation at the Exposition; it must have a comprehensive view of the service to be rendered, not only the states erected out of the "Oregon Country," but the United States and the world, by the celebration at Portland, in bringing Occident and Orient into closer touch, improving their social relations, increasing their commerce, and reciprocally benefiting their peoples. All this the JOURNAL, as the authorized publication of the Fair, must endeavor to do, impartially and enthusiastically.

The LEWIS AND CLARK JOURNAL will be a monthly publication, of some forty pages, handsomely printed on enamel paper, with high-class engravings and half-tones. It will record from month to month the many things that go to make an Exposition of the social and material development of a country of boundless resources. It is pledged the cordial co-operation of the management of the Fair, and it asks the support of the public only in proportion as its fidelity to the interests of the Exposition entitles it to favor.

### NATIONAL, NOT LOCAL

This Centennial Exposition, to be held in Portland in 1905, commemorates the journey of two explorers, Meriwether Lewis and William Clark, daring death at every step through 4,000 miles of savage wilderness, to plant the American flag on the brink of an almost unknown ocean. Already British sailors, Cook, Meares, and Vancouver, had set keen and hungry eyes upon the Oregon country, even before our adventurous Captain Gray had sailed into the Columbia in 1792. There are some careful students of our national history who believe, if it had not been for Jefferson's far-sighted policy in sending out Lewis and Clark to blaze a trail to the Pacific, thereby strengthening the claim given us by Captain Gray, that today all the country west of the Rocky Mountains would belong to the British. In that case, Alaska, Hawaii, and the Philippines, would be lost to us. We would still be a second-rate power as we were in Jefferson's time, quite shut off from the Orient.

But because these two soldiers of unyielding temper and quenchless purpose would not flinch in the task Jefferson had set them, we were able to bring under our flag this vast empire, Oregon, Washington, Idaho, and parts of Montana and Wyoming, 307,000 square miles, whose



natural resources probably surpass those of any other part of the world. The debt which Americans owe to Lewis and Clark, therefore, is incalculable; and it is highly fitting that the commemoration of that long and perilous journey to the mouth of the Columbia and back to St. Louis,—May 14, 1804 to September 23, 1806,—should be not a local event merely, but a national one.

### LEWIS AND CLARK APPROPRIATION

It is a sound and valid argument brought forward by Senator Mitchell that Oregon, Washington and Idaho have, in the past half century, contributed over \$54,000,000 to the Federal Treasury, and have received only about one-fourth that amount,—\$13,000,000,—in river and harbor appropriations. This argument in behalf of the modest amount now asked for, seems unanswerable.

The Northwest comes before Congress not as a suppliant who idly sues for favors,—that would not be in keeping with the spirit of indomitable self-reliance and hardy independence which has ever been so peculiar and striking a characteristic of this pioneer race. We come before Congress as an honorable and responsible merchant would come, who, having a heavy balance to his credit in the bank, wishes to invest a portion of it where he believes it will bring in large returns. Our account with the United States Government for the past 50 years stands as follows, according to the Secretary of the Treasury:

Customs Receipts (Oregon, Washington, Idaho) .....	\$20,357,502
Internal Revenue (Oregon, Washington, Idaho) .....	14,255,808
Public Lands (Oregon, Washington, Idaho) ..	20,255,743

Total Payments .....	\$54,869,053
Appropriations (approximately) .....	17,850,000

Credit by balance.....\$37,019,053

An appropriation of \$2,125,000 is now asked for the Lewis and Clark Centennial Exposition. This is about 6 per cent. of the amount to our credit. Shall not our draft be honored?

### HONORS WON BY NORTHWEST FRUIT

Substantial and unequivocal proof of the prestige recently attained by the fruits of the Northwest, is shown by the awards won at the great expositions of the world. No fewer than 16 medals on fruit were captured by Hood River, Oregon, at the Chicago World's Fair, seven of them being on apples. In the face of all competition Hood River won the first award on strawberries. The largest pear on exhibition came from Washington, and the largest apple and cherries from Oregon.

At the Paris Exposition, Walla Walla, Washington, took the first prize on apples over all the world. Rivalry was remarkably keen at the Pan-American Exposition, Buffalo, yet out of the 60 gold and silver medals won by

Oregon, 36 went to horticulture, pomology, and viticulture. A greater victory even than this was the winning of the "Wilder Medal" for the most perfect fruits in Horticultural Hall. This medal was offered by the American Pomological Society, which includes in its membership the most distinguished pomologists in America and is held to be the highest authority of its kind in the world. No greater honor than this could be conferred by the Exposition. At the Charleston (S. C.) Fair, in the very heart of the land of sunshine, 34 gold and 14 silver medals were given to Oregon fruits.

And yet, notwithstanding this extraordinary record, so undeveloped and unadvertised are these young states of the Northwest that fully nine-tenths of the lands adapted to the growth of fruit are yet unoccupied by orchards. The contracts, however, that have been signed within the past week for the extension of the Harriman system of railroads through Central Oregon will open new territory, the fertility of whose soil is not surpassed by any other part of the world. The opportunities for fruit growing in the Northwest are practically unlimited.

### OUR STATE COMMISSION

The work of the State Commission under the capable leadership of Jefferson Myers may be summed up as follows: It has pushed forward the exhibit at St. Louis with much zeal; has begun constructing our State building there, with old Fort Clatsop as a model, and has apportioned the \$300,000 obtained from the State Legislature for the erection of our own Exposition buildings in Portland. The committee, as a whole, is proving itself remarkably efficient.

### IDAHO AS A DAIRY STATE

The cash received by farmers about Moscow, Idaho, for milk and cream, has grown in a single year from nothing to \$3,000 a month, according to Rinaldo M. Hall, in "Oregon, Washington and Idaho and Their Resources." The dairying industry in Idaho is coming rapidly to the front, and without doubt, at no very distant day, Idaho will be one of the best dairy states, as there are almost endless tracts of land along the Snake River, which, when irrigated, will produce all kinds of crops at a very low cost.

### LARGE PROFITS IN OUR CLIMATE

The exceptionally favorable climate of the Northwest in conjunction with the large amount of water available for irrigation, is certain to cause this section to become a favorite and successful field for irrigation. "The climate, pure and cool, adds a flavor, a plumpness, a color, a piquancy, to fruits, vegetables, and grain, that adds greatly to their value," says Olin D. Wheeler, in Wonderland, "while the abundant supply of pure water insures regularity and sufficiency in quantity." Independence of rain or drought is in fact the keynote of irrigation.



## The Exposition Grounds and Their Environment

A busy river carrying rich cargoes to the farthest corners of the earth; opening into it a tranquil lake with a thousand dimpling curves and broken rainbow lights; to the southwest a mountain forest; to the east a green, tree-skirted city crowding the banks of the river and stretching out long arms into the valley; in the sparkling distance a

whether you were one of them or merely that unstable being, man. Every dancing leaf beckoned you into the greenwood. A willow-fringed river-road, turning its back upon the city, was ready to lead you on toward the sunset sky to the meeting-place of the rivers, Willamette and Columbia. Across the lake is an Elysian grove and



PHOTO KISER BROS.

*A Knoll in the Lewis and Clark Fair Grounds—December, 1903.*

vision of giant snowpeaks cleaving the sky,—this is what one sees at first glance from the Exposition Grounds.

The site of the Lewis and Clark Fair is only twelve minutes (two miles) from the business center of Portland. It comprises about 185 acres of land bordering the lake, and 350 acres of available water surface. A few months ago this land was a tangle of vine maple and starry dogwood, a bit of enchanted forest bordering the river where the wild blackberry vines clutched every passer-by with Circe-like, detaining arms; where the long-tailed chat told all his most intimate family secrets, and the lupines tossed out inquisitive tendrils to discover

shadow-flecked pastures where cattle browsed; and in the shallows near this little island, great stiff-legged, blue herons solemnly went a-fishing, for dinner-getting is no joke to them.

Now engineers are planning an aerial transit across the little island, to the discomfiture of the placid cows; electricians are busy over arches and colonnades of lights to be reflected in the limpid waters, thickets of flowering currant and dogwood are uprooted to make way for sculptured facades, and wherever there is a sunny expanse, rose gardens are being laid out in a way that would startle the queens of the old world. There will be tete-a-tetes em-



bowered by the Crimson Rambler, hedges of La France that cannot be equaled in the gardens of Versailles, acres of Caroline Testout, Maman Cochet, Niphetos, Catherine Mermet, and other partrician beauties; for many a fragrant mile the approaches to the Fair Ground will be transformed into rose-lanes. Well known connoisseurs, professional rose-growers from abroad, have discovered that many of these delicate prize-beauties attain a perfection of bloom here that is unknown to any other part of the world; this riot of tender color therefore will be a revelation to our visitors.

Glamorous light effects will be produced by means of reflection in the waters of the lake. The expanse of water available for this purpose is fully four times as great as the water surface at the World's Fair, Chicago, where Frederick Law Olmstead amazed the world by the splendor and daring originality of his creative power. He proved himself the inventor and master of a new art, land-

mountain forest out of sight in a sudden fury. A sun-flash restores it.

Is there another city in America that holds within its limits a mountain park in all its ancient, untamed wildness? An easy trail leads one away from the Exposition Grounds into the very heart of this Oregon forest, where one can look down precipitous canyon walls through interlacing boughs of vivid vine maple and blossoming dogwood, to the noisy little mountain stream 200 feet below. For the more adventurous, there are by-paths that can be explored only with alpenstock, hobnails and a stout heart. Shafts of sunlight pierce this canopy of towering firs, revealing the rich foliage of a neighboring mountain side,—translucent yellows and their foil the browns, shining green of Oregon grape, crimson berries of the Madrono.

This mountain trail leads one to a noble park with its group of boulevards crowning a neighboring hill. This is the site of the monument to Lewis and Clark, the cor-



PHOTO KISER BROS.

*A Scene in the Cascade Mountains—December, 1903.*

scape architecture. His mantle has now fallen upon his two sons of the new firm, Olmstead Brothers, Brookline, Mass. Mr. J. C. Olmstead, of this firm, visited the Pacific Coast last spring, and after a careful examination of the site for the Lewis and Clark Exposition, mapped out a general plan for the grounds. These suggestions are now being worked out by the engineers in charge.

The ancient wildwood in all its primeval glory lies at the very gateway of the Exposition. A vast forest sweeps down into the streets of Portland from the west and south, climbing over a wall of rugged hills. The darkening grandeur of these vast fir-masses changes with every mood of the over-hanging skies. Straggling, sun-illuminated mists get entangled here and there. Tempests sweep this

ner stone of which was laid by President Roosevelt last May. From this summit, looking off to the east 60 miles away, one sees the radiant vision of Mt. Hood, its shining snows and ice-fields transfiguring the landscape. Off to the north is another splendid pinnacle of light, Mt. St. Helens, one of the newest mountains on the globe, as may be easily seen, even from this distance, by its unbroken symmetry of outline; there has not yet been time for its sides to be cut into deep canyons by rains and melting snows. Between these two peaks rise the stupendous ice-crags of Mt. Adams, the Matterhorn of America. Beyond St. Helens is Rainier, which is, next to Mt. McKinley, the highest peak in North America. To the extreme south is Jefferson topped by its spire-like pinnacle.



A still more commanding view may be obtained from Council Crest, a neighboring height to the south that rises 1,200 feet above the city, but which can be reached by an easy half-hour's walk from the car line. No other large city in the world can show so noble a prospect of encircling snow-peaks. For a circumference of 800 miles the eye traces out the geography of two states and the course of two rivers, an empire that is destined to make its mark on the world's history.

## Report by Director of Works

OSCAR HUBER

The site selected for the Lewis and Clark Exposition borders on the river two miles below Portland, opposite the highest point on the Willamette reached by Captain Clark in 1806. It comprises 185 acres of dry land and about twice as much lake surface that is available. Of the land area 50 acres will be used for buildings, 20 acres for concessions, 25 for a park, five for an experiment sta-

tion, and the remainder for agricultural, dairy and farm purposes, stock shows and various concessions. The park will contain over 40 varieties of native trees and shrubs, flowering plants of many kinds, and about 5,000 rose bushes, 30 varieties. The island, which embraces about 60 acres, will be devoted to live-stock exhibits, race-track, Wild West shows, mimic battles, stage hold-ups, feats in Western horsemanship, and the roping of cattle by cow boys, all experts in their special line. An Indian encampment will be a leading feature—red men belonging to the tribes through which Lewis and Clark passed on their journey across the continent. Mandans in blankets, war paint and feathers, will convey visitors across the water in Indian canoes. There will be war dances, pony races, and many curious sports characteristic of savage life.

Dazzling electric light effects will be produced by the use of 100,000 incandescent lights reflected in the waters of the lake. We have a larger extent of water than at any other World's Fair, and greater natural beauties of scenery in the grounds and immediate environments.

The transportation facilities will be fully equal to the heaviest demand made upon them. Two double track car-lines, the Portland Railway Company and the City & Suburban, well equipped with rolling stock, will make a loup at the main entrance to the Fair Grounds. River boats will carry passengers who prefer traveling by water. There will be an intra-mural railroad on the grounds, and an aerial transit from mainland to island, besides innumerable Indian canoes, gondolas, etc. Owing to the very favorable location of the Fair Grounds on the Willamette River, the big crowd can be handled with the greatest ease and safety.

We began about the middle of May on the grading and landscaping in conformity with the general plan submitted by Mr. Olmstead, of Brookline, Mass. All the grading is done, and also the finishing of embankments, which latter have all been sown in grass.

We were fortunate in obtaining 3,800 yards of slag from the roller mills, which made an excellent sub-foundation for part of our roadway. These roads are thoroughly rolled and mixed with a clayey sand, and after being rolled again are dressed with a decomposed granite, which comes in ballast from Acapulco, Mexico. These



PHOTO KISER BROS.

*Grading for Driveway in Lewis and Clark Fair Grounds.*

streets not only make a very hard, packed road-way, but also are very pleasing to the eye in contrast with the green turf. They are absolutely clean, as no dust can accumulate on them, and they are easily kept in repair.

The landscape has been designed in harmony with the surrounding country, and as much as possible of Nature's original growth of trees and shrubs, has been left. Four broad avenues lead through the park, with numerous by-roads and paths. All of this park, which comprises about 18 acres, has been sown in grass, and makes even now a very attractive landscape. A great number of trees will be transplanted in this park.

The two water systems are practically completed. In addition to the supply for domestic purposes received from the City Water system, there is a supply pumped from Guild's Lake into a standpipe containing 300,000 gallons to be used on the grounds for fire protection, flushing of sewers, and sprinkling of lawns. The trestle work of the water towers is also completed, waiting for the erection of the tanks. Twenty-four hydrants are placed judiciously on the grounds, thus insuring ample fire protection.

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The transportation facilities will be fully equal to the



The sewer system is also finished, and connects with the city sewers. Numerous catch basins will receive surface drainage from streets and slopes. These catch basins connect with the main sewer system, thus insuring perfect drainage of the ground surface.

A bulk-head has been constructed of round piles and sheet piles about five feet above the present level of the lake, including a boat landing 200 feet in length. The lake is going to be dredged out to a depth of about 6 feet, and the excavations from the lake will be filled in behind the bulk-head, making an even and gradual slope towards the embankments of the river road.

Two large centrifugal pumps stationed at the Willamette River will pump water into the lake during summer time, thus keeping the lake fresh and clear; a pumping plant with force pumps will be established to force water into the standpipe above mentioned.

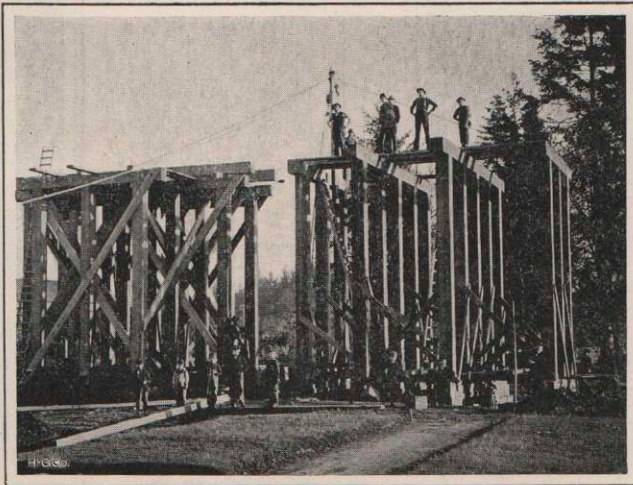


PHOTO KISER BROS.

*First Structural Work on Fair Grounds—Foundation for Water Towers.*

The amounts expended up to date for the improvement of the different items enumerated are as follows:

Grading .....	\$20,000
Landscaping .....	14,000
Macadamizing .....	5,000
Sewer system .....	6,000
Water system .....	8,000
Bulkhead .....	3,500
New wagon road for county .....	1,500
New concrete culvert on the old bridge .....	900

Everything in connection with the Fair is conducted in a business-like way, and it augurs well for the ultimate success of the big enterprise.

Eastern capitalists and orchardists who are now at Hood River, Oregon, buying heavily in fruit land, say there is more money in Oregon apples than in California oranges.



## THE PACIFIC COAST LEADS IN HOPS

Oregon has been enriched to the amount of \$3,000,000 by her hop harvest of 1903. Not only does Oregon lead all the states in the Union in hop production, but she almost doubles the yield of the only Eastern state that raises any considerable quantity, viz., New York. But while New York raises 500 or 600 pounds per acre, on the Pacific Coast we average 1000 pounds, and in special cases run up as high as 2400 pounds to the acre. In 1902 nearly one-half the hops raised in the United States were grown in Oregon. This year, 1903, the total hop crop of the United States has been estimated as follows:

	Bales.
Oregon .....	85,000
California .....	50,000
New York .....	45,000
Washington .....	40,000
Wisconsin .....	5,000

Oregon made a very large increase in acreage last spring, which it is safe to predict will augment the hop production of the State to at least 120,000 bales. The States of Washington and California are also great hop producers, as shown by the above brief table. Their yield is likely to grow as has Oregon's. The Pacific Coast will certainly continue to reap steady gains from its exceptional hop yards.

## THE FIRST SUBSCRIBER

Astoria, Oregon, Dec. 2, 1903.

To the LEWIS AND CLARK JOURNAL:

I enclose you a postoffice order for \$1.50 as subscription (I hope the first) for the LEWIS AND CLARK JOURNAL.

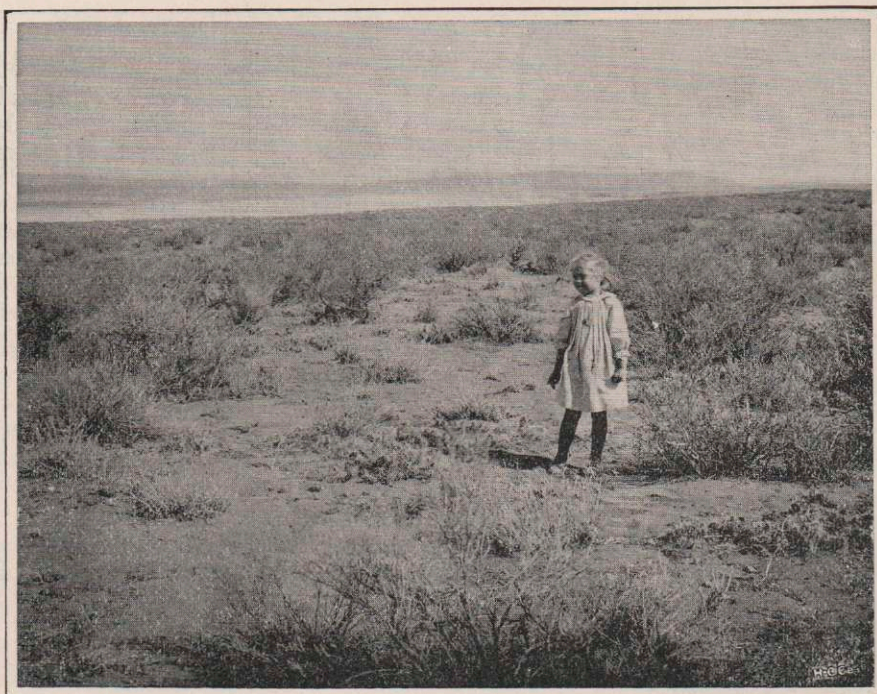
Great changes have occurred since I arrived in Oregon, as Episcopal Missionary to Portland, in 1855. Then the city had about 1000 inhabitants, two or three streets well studded with stumps, two or three sidewalks, and, as well as I recollect, either oil lamps or tallow candles for illumination. But it had men of grit—"no-give-up" men—some of whom I have seen with spade and shovel, and hammer and axe, digging at the foundation, and building the walls of their own docks, who afterwards became almost, if not altogether, millionaires.

I hope their children and successors will not forget to do all honor to their memories in the coming Lewis and Clark Centennial, and that that exhibition may be one of the grandest ever witnessed in America.

(REV.) JOHNSTON MCCORMAC,  
Chaplain to Seamen, Astoria.

A novel way of advertising the Lewis and Clark Fair has been hit upon by certain large business houses of the Northwest, who have adopted a label specially designed to commemorate the explorers and call attention to the coming Fair. One of the handsomest of these labels is sent out by the Olympia Bottling Works of Portland.





VILLAFARMS TRACTS IN A WILD STATE

WHEN LEWIS AND CLARK PASSED DOWN THE Columbia river in 1805 they found below the mouth of the Umatilla a broad plateau, stretching far away to the north and south, covered with a luxuriant growth of bunch grass, bleaching under the October skies. These so called "meadows" were then, had been for unknown ages before, and were for long years thereafter, the favorite feeding grounds for the horses of various Indian tribes, and many sanguinary battles were waged by the aborigines for their possession. As the red men receded and dispersed before the ever-conquering army of civilization, Indian horses were replaced by the herds of the whites. Cattle and horses ranged and fattened over the plains in such numbers that the pasturage became scant, and then myriads of sheep were brought in and the grasses eaten to the roots. With a scant rainfall and almost yearly fires sweeping the range, soon even sheep could not subsist. Then in place of luxuriant grasses came the cactus and sage brush, and the once famous Umatilla meadows were looked upon as an arid waste.

Years ago it was learned that the soil of this vast tract needed but the touch of water to make it as productive as any in the world and that the climatic conditions, with water added, were as nearly perfect for the production of crops as any in the country. It was found that the waters of the Umatilla river could be diverted, and were sufficient to irrigate with its then present flow, some 20,000 acres along the line of the O. R. & N., extending from Umatilla down to Castle Rock or thereabouts, and the project of building these canals was undertaken some ten years ago. But for such various causes as the lack of capital, lack of engineering skill, and the lack of that great factor in all work of development, commonly called pluck, the enterprise failed and failed and failed again. The water was here, the land was here, the climate was all that could be asked and the contour of the country perfect for irrigation; but for the want of a guiding hand and a fertile brain—for the lack of a man with the genius for laying his hand to the plow and never looking back until the work is accomplished—for the lack of these things the ventures were from time to time lamentable failures.

A few years ago the Oregon Land & Water Company, present owners of the Villafarms Tracts, the name given to

that portion of "the meadows" susceptible to irrigation, came upon the scene, saw the possibilities, bought the lands and franchises, gathered up the tangled threads, discarded the dilapidated wreckage and began in a methodical, systematic, intelligent way their present magnificent system of canals and laterals. With brains, energy, perseverance and capital to back them, they went ahead, and today Irrigon and the Villafarms Tracts are beginning to attract attention all over the Pacific Northwest, standing on the pinnacle of latter-day irrigation enterprises.

IRRIGATION IN OREGON IS LOOKED UPON BY MOST people in the East as a "joke." They call Oregonians "Webfeet," and think the entire state is subject to a phenomenal rainfall. These reports originated by Lewis and Clark, who wintered near the coast where the rainfall runs from 80 to 145 inches per year; they were to a great extent corroborated by early settlers in the Willamette valley, where the rainfall is not excessive, but it all comes in the winter months and seems much greater than it really is.

Oregon is a large state and has various climates. In some places the precipitation reaches almost 150 inches, in other places, as at Irrigon, it averages 8 inches, and of course in such localities irrigation has to be resorted to in order to produce paying crops.

The Oregon Land & Water Company is offering a few hundred acres of land in tracts of from five to twenty acres at \$80 per acre, including a perpetual water-right. These lands are as fine as any in the world, and for fruit or vine or vegetable cannot be surpassed. Our season is two weeks earlier than at any other point in the Northwest. Our seasons are longer than in any like latitude in the world. Our markets are unequalled, our system of transportation of the best; and, what interests many purchasers still more, our terms are very easy, five years time being given with a very small cash payment.

These lands will, no doubt, like the lands in any other favored irrigated district, soon be worth from \$250 per acre up. The first purchasers will reap the profit.

For full terms and particulars, address

**Oregon Land & Water Company**

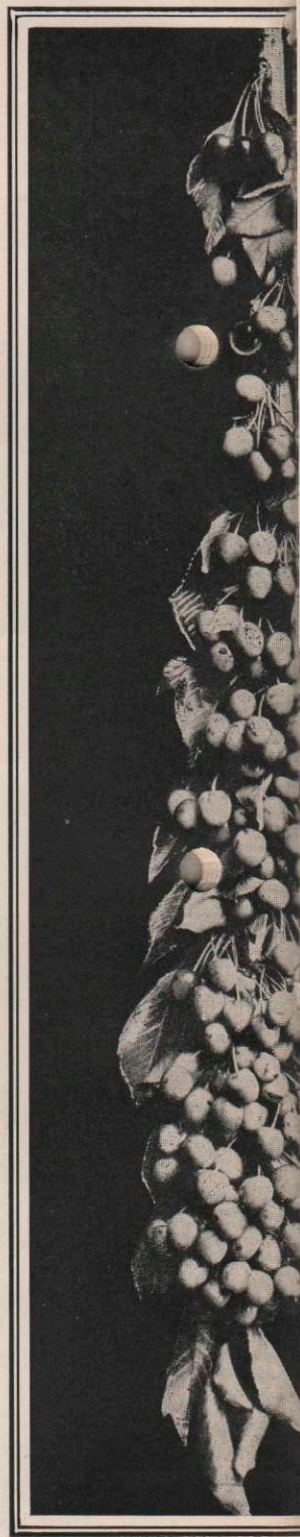
F. B. HOLBROOK, Supt.

**Irrigon, Oregon**

# "The La

Parties coming from or returning to New York, Philadelphia and other points East should take the Delaware, Lackawanna and Western R. R. to and from New York and Buffalo and the Nickel-plate between Buffalo and Chicago.

T. W. LEE,  
G. P. & T. A.  
13 Exchange Place  
N. Y. City



OREGON CHERRIES—FINE



# IRRIGON

## Land of Perennial Sunshine"

**IRRIGON** is situated on the Columbia River and the O. R. & N. 7 miles west of Umatilla, and 179 miles east of Portland, Oregon

**IRRIGON** is in the heart of a body of land comprising about 42000 acres belonging to the Oregon Land & Water Co., about 18000 acres of which is now or soon will be irrigated from the Umatilla river through one of the finest systems of canals and laterals in the world.

**IRRIGON** is a name coined by the promoters of this enterprise as a word suggestive of Irrigation and Oregon, meaning, if you please, that over half of Oregon must be conquered by irrigation if ever brought to a productive state.

**IRRIGON** is a new town in a new irrigating district and low prices now obtain; it offers to the investor and homeseeker the best outlook of any district in the West.

### OREGON LAND & WATER COMPANY

Irrigon, Oregon

VILLAFARMS TRACT IMPROVED



The O. R. & N. Railroad passes directly through the Villafarms Tracts and Irrigon, but the railroad station is as yet called Stokes, which should be remembered in buying railroad tickets or shipping freight.

The O. R. & N. main line trains run solid between Portland and Chicago over the Northwestern, Union Pacific and Oregon Short Line roads these being the fastest and most direct lines between the East and the Pacific Northwest.

For further information, write

A. L. CRAIG,  
G. P. & T. A.  
O. R. & N. Co.  
Portland, Ore.



# The Pacific and the Orient

By I. N. FLEISCHNER

Chairman Press and Publicity Committee

The Lewis and Clark Centennial Exposition, which will be held in Portland, Oregon, from May 1 to November 1, 1905, has been appropriately named, for brevity, "The Western World's Fair." Here will be emphasized the tremendous material progress of the trans-Mississippi West in the past half century, and the United States will be shown in its true relation to the new civilization and the expanding commerce of the Pacific. The vast empire over which Jenghiz Khan once held sway, the Pacific, the Indian Ocean, and the China Sea, will hereafter divide the world's attention with Europe, the Atlantic and the Mediterranean. "The Pacific, its shores, its islands, and the vast regions beyond" have become, as William H. Seward said they would, "the chief theater of events in the world's great hereafter."

The immensity of the trans-Pacific world and the opportunity it presents to our endeavor must make a deep impress upon Americans. Asia and Oceanica comprise more than 21,000,000 square miles, or over one-third the total land area of the earth. The population is nearly 850,000,000, or more than half of that of the world. China and its dependencies, Japan, Asiatic Russia and Korea have over 435,000,000 inhabitants, or five times the total population of the United States and its possessions. Asia and the islands of the Pacific annually buy and sell goods valued at \$2,900,000,000, a larger amount by \$400,000,000 than the total imports and exports at San Francisco in the forty-seven years between July 1, 1855, and June 30, 1902. If the United States should buy from Asia and Oceanica all it imports, and sell to Asia and Oceanica all it exports, it would exhaust the sum total of its foreign commerce, and Asia and Oceanica, to meet their requirements, would have to go into the other markets of the world with over \$600,000,000 worth of commodities a year. In other words, Asia and Oceanica can "buy and sell" the United

States, as the saying is, without seriously disturbing the equilibrium of their commerce. In its relation to this vast trade field the United States is now practically an unimportant factor. Of its total imports, a little over 14 per cent comes from Asia, and  $1\frac{1}{2}$  per cent from Oceanica. Of its exports, Asia takes  $4\frac{1}{2}$  per cent and Oceanica not quite  $2\frac{1}{2}$  per cent. The possibilities that are open to the United States in the Orient are aptly

illustrated by the simple citation that if all the wheat raised west of the Mississippi River were ground into flour for the Chinese trade, the consumption per Chinaman would not exceed one flap-jack per month.

The Pacific West—that immense area lying west of the Mississippi River—occupies a far more important position in the American mind than it did when, sixty years ago, the Provisional Government of the Oregon Country was appealing to Congress for recognition. There are nearly 25,000,000 people now where there were less than 2,000,000 fifty-three years ago. Over 200,000,000 acres are under cultivation today against 7,000,000 in 1850. Farm values in the West in 1900 were thirty-three times what they were in 1850, and in the same period the annual grain yield had grown from 84,000,000 bushels to nearly 2,400,000,000 bushels. Manufactures have increased fifty fold, and the railroad mileage has become half the total trackage of the United States. Individual deposits in National banks west of

the Mississippi River in September, 1903, were nearly \$700,000,000, as against less than \$10,000,000 for that region in 1850.

In celebrating the rounding out of American advancement and the re-awakening of Asia, Portland has indeed undertaken a prodigious task, but one which it is capable of discharging with credit to itself and benefit to the entire country. The Lewis and Clark Centennial Exposition will "complete the grand design of Columbus by putting



I. N. FLEISCHNER,

Chairman Press and Publicity Committee.



Europe and Asia into communication, and that to our advantage, through the heart of our country." It will be that monument to Columbus which Senator Benton, in his speech at St. Louis in 1849, imagined would be hewn from a granite mass of a peak of the Rocky Mountains, the summit itself the pedestal, and the statue a part of the mountain, pointing with out-stretched arm to the western horizon, and saying to the flying passengers, "There is East; there is India"

The plan and scope of the Lewis and Clark Centennial Exposition commend themselves to every American interested in the greatness of his country. The Exposition will not be local or sectional in character, but international, and open to the best products of the world. It will not only commemorate the first centenary of one of the most important events in American history, but the march of American progress and civilization as well. In my judgment, the Oriental field offers the United States the surest road to permanent supremacy in the commercial world, and in that day when we shall control one-third of the trade of Asia and Oceanica, due recognition will be given to the impetus to American energy received at Portland in 1905. All parts of the United States have products to sell across the Pacific, and therein lies our general and special interest in the welfare and success of the Lewis and Clark Centennial Exposition.

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### (Additional Editorial)

#### 12,000 BARRELS OF FLOUR A DAY

The year 1904 will see new territory of unlimited resources opened to Portland trade. It will also see phenomenal increase in flour exports. Both of these will be the direct result of a more vigorous policy of expansion just announced by President Harriman, arbiter of the railroad and steamship interests which lie in Oregon, Eastern Washington and Northern Idaho. The intention is to push the Harriman lines through Central Oregon, and that immediately. This will tap valuable lumber districts and a rich stock-raising country whose bunch grass lands are gradually being turned into vast wheat fields and productive orchards through irrigation enterprise. Eastern Oregon is a sleeping empire that has long needed the awakening touch.

Co-incident with this significant extension of the Harriman lines in Central Oregon comes the important news that Portland's shipping interests are also to receive much-needed attention. Mr. Harriman promises that a troublesome handicap will be removed, and the Portland & Asiatic Steamship Co., which operates a line of 8000-ton steamships between Portland, Yokohama and Hongkong, will immediately increase its fleet so as to handle all the business originating in the territory tributary to Portland. Decisive steps have already been taken by Mr. Harriman to verify his words.

Up to the present time, owing to lack of proper shipping facilities, considerable wheat that would naturally go to the Orient by way of the Port of Portland, has sought an outlet through the ports of Puget Sound. Notwithstanding this, Portland has made an extraordinary record. In the past three years she has sent out thirteen steamships carrying cargoes of flour in excess of 50,000 barrels—a record held by no other port on the globe. The largest cargo of flour that was ever floated on any waters, viz., 85,276 barrels, went from Portland. Compare this with the largest cargo of flour ever cleared from an At-

lantic port, 55,900 barrels, carried from Newport News, Virginia, on the steamship Sylvania about four years ago. The awed and dignified joy with which this was hailed by Eastern grain merchants still remains in the memory of man. The Sylvania's record was smashed by the British steamship Goodwin, which carried away from Tacoma 58,200 barrels three years ago. This record held good till the steamship Arab cleared from San Francisco with 58,600 barrels. About a year ago Tacoma again broke the world's record by a cargo of 67,584 barrels. But the biggest jump of all was made when the Algoa steamed out of Portland the 6th day of November last with 85,276 barrels of flour and 17,862 bushels of wheat. Reduced to wheat measure this would be 391,614 bushels, in value \$333,941. The flour alone exceeds the largest cargo from an Atlantic port by 29,376 barrels. For an account of the importance of Portland as a wheat shipping center we commend to our readers the article by Mr. E. W. Wright on another page of this journal. By reason of long and invaluable experience in commercial affairs, Mr. Wright is peculiarly well fitted among editorial writers of the Northwest to deal with this topic with authority and justice.

Two days after Mr. Harriman announced his change of policy there was an extraordinary response to it from a Portland grain dealer. Mr. T. B. Wilcox took active measures to double the capacity of his plant—the Portland Flouring Mills—already the largest on the Pacific Coast. Instead of turning out 2400 barrels of flour per day, this is now being increased to 4500 barrels. The total output of the mills in the Northwest controlled by this Portland firm will, in 1904, be over 12,000 barrels a day. This will enable them to load a 5000-ton steamship every eleven days. Nothing less than 150,000 bushels of wheat per week will be required to keep this mammoth mill running to its full capacity.

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#### OUR ANNUAL CUT OF LUMBER

During the year just closed the cut of lumber and shingles from the three Pacific Coast states was between four and five billion feet, California supplying 1,000,000,000 feet, Oregon 1,200,000,000 feet, and Washington 2,300,000,000 feet. This is shipped to China, Japan, Siberia, Australia, the Philippines, Hawaii, Samoa, South Africa, South America, Central America and Europe, in addition to thousands of carloads sent overland to the treeless states east of us. One contract alone called for eleven million feet to be used in the Philippines, the lumber coming from Oregon and Washington, sent out through Puget Sound. It has been found that Oregon hemlock and California redwood will resist the attacks of the Philippine white ants, where all other known species of trees fail.

Portland, for some time, held the record for the biggest lumber cargo from the Pacific Coast, the steamship Oceano carrying 3,888,005 feet to China. This record was broken during the past summer by a cargo some 200,000 feet larger that was cleared from Tacoma by the steamship Dix.

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During the year 1902 there were more public lands entered and disposed of in Oregon than in any state west of the Rocky Mountains.—Rinaldo M. Hall, in "Oregon, Washington, Idaho and Their Resources."



# The Vision of Today

By EVA EMERY DYE

Author of "The True Story of Lewis and Clark," "The Conquest," Etc.

To Jefferson it had fallen to overthrow church establishment and primogeniture in Virginia, innovations that were followed by all the rest of the states; to Jefferson it had fallen to pen the Declaration of Independence, and to Jefferson now it fell, as to one ordained, to open the road to Asia. Not in vain had he as a student stood in the door of the House of Burgesses listening to the eloquence of Patrick Henry; not in vain had he sat in the Continental Congress, studying the needs of a Nation.

## Encourages the Conquest of Illinois

"In Europe nothing but Europe is seen," said Jefferson, but *he* saw America, and more of America than most men. While revolutionary cannon thundered along our Atlantic border, it was Thomas Jefferson who conducted George Rogers Clark to Patrick Henry to be outfitted for the conquest of Illinois, it was Jefferson who watched that Mississippi border and suggested an expedition beyond to the Pacific. In fact, Jefferson's vision of today dates to the very birth-hour of this Republic.

"How would you like to lead such a party?" Jefferson was writing to George Rogers Clark in December, 1783. But he was already appointed to France—the project must wait.

## A Plea for Pacific Commerce

Wait, did I say? In Paris itself a stranded American sailor came to the American minister as if by divine direction, and poured into his ear a plea for Pacific commerce. John Ledyard, a Dartmouth College boy, had been with Captain Cook in the Pacific, and now, he, first of all Americans, pleaded for an American Northwest.

"Why, Mr. Jefferson," Ledyard was wont to say, "that northwest land belongs to us. I felt that I breathed the air of home the day we touched at Nootka Sound. The Indians are just like ours; I felt I knew them. And furs—that coast is rich in beaver, bear and otter. Depend upon it, Mr. Jefferson, untold fortunes lie untouched at the back of the United States. The American Revolution invites to a thorough discovery of the continent. Who but us should have the honor?"

## Suggests an Overland Route Through Russia

By day Jefferson discussed with that adventurous seaman, by night he dreamed of it. "Why not, Ledyard," he suggested, "traverse Europe and Asia by land to Kamchatka, cross the Pacific in some Russian vessel to Nootka Sound, fall down into the latitude of the Missouri, and penetrate to and through that to the United States?"

Ledyard eagerly seized the idea, set out alone on foot, and actually performed the wonderful journey to within two hundred miles of Kamchatka, when, without warning, he was seized by Russian guards, thrust into a close carriage and driven back day and night without stopping, until they set him down in Poland, beyond the Russian frontier, with a warning never to return.

So Russia ended our first Pacific expedition.

## Starts Andre Michaux

Thomas Jefferson came home to America and immediately began arousing the American Philosophical Society to raise funds for such an expedition; presently with \$2000 in hand, Andre Michaux, a French botanist, was engaged to make a scientific tour overland to the Columbia. Meriwether Lewis begged to be his associate, but before Michaux was fairly started, he became implicated in a French conspiracy to seize Louisiana and was recalled.

So France may be said to have ended our second Pacific expedition.

## Two Yankee Ships Double Cape Horn

But Ledyard had published a little book, Boston traders had seen it, and at the very time when poor Ledyard was stumbling through the snows of Poland, two little ships, the *Columbia Rediviva*, and the *Lady Washington*, manned by tars of the Revolution, were on their way to the Northwest Coast. Barely was Jefferson back from France and seated in Washington's cabinet as Secretary of State, before those Boston traders begged his intercession with the Court of Spain for one Don Blas Gonzales, Governor of Juan Fernandez, who, venturing to succor the little *Lady Washington* in distress, was immediately deprived of his office, unheard, and placed in disgrace. He fled to Chile, to be upbraided by the Spanish Governor there for condescending to aid American adventurers. Nor was Jefferson ever able to obtain a hearing for Gonzales at the Court of Spain. Likewise, the Spanish Governor of California lay in wait for the little ships with orders for their seizure, but, happily, they passed undiscovered, and in that same May, 1792, when Jefferson was endeavoring to send out Michaux, the *Columbia Rediviva* entered the mighty River of the West and fixed its name forever.

So the bull dogs of Spain did all they could to scare us out of the Pacific.

## Jefferson Elected President

But no one yet had crossed overland, in all that mighty stretch now comprised in the United States, from the Atlantic to the Pacific.

In 1800 Jefferson was elected to the Presidency. Before his inauguration, he sent for Meriwether Lewis, the youth who nine years before had begged to go with Michaux to the West. At last Jefferson was in a position to carry out the darling project he had nursed for twenty years. In a secret message to Congress, January 18, 1803, the President requested an appropriation of \$2500, "for the purpose of extending the external commerce of the United States."

## Prepares to Send Lewis and Clark

We know what followed. George Rogers Clark was too old to go, and too infirm, and Meriwether Lewis chose his younger brother, William Clark, to become his associate in our "first national epoch of exploration." All



preparations were ready, when, like the unfolding of a beautiful flower, a new petal unrolled, and lo! Louisiana was our own. Jefferson's part in the Louisiana Purchase may be said to have been involuntary, it was forced upon him, but in spite of himself, next to Napoleon, he stands as its greatest sponsor. Why need I tell the tale again?

#### The Panama Canal

He who had said "Pensacola and Florida will come in good time," and "I have ever looked on Cuba as the most interesting addition which could be made to our system of states," and had corresponded with the Spanish minister concerning a Panama Canal through the Isthmus, now sent out Lewis and Clark to find our Pacific border. Unexpectedly they were to traverse American territory and take it over for their country.

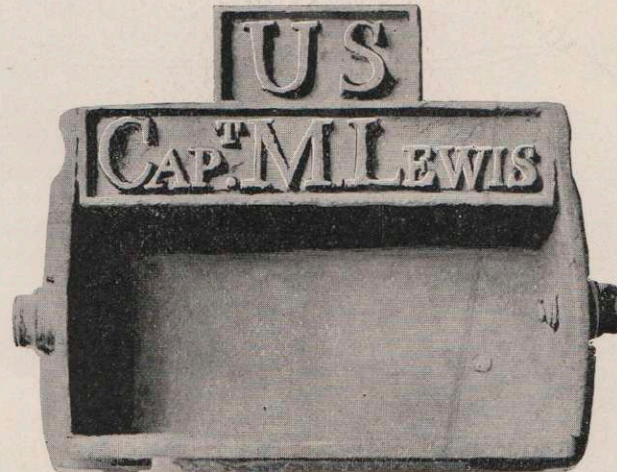
#### An Infant Nation

Almost as wild as the Columbia the Potomac lay when he sent them forth; all around were uncut forests, save the little clearing of Washington, and up the umbrageous hills stretched an endless ocean of treetops—but the President of an infant nation looked beyond, to a port on the Pacific, and sent a message to intervening peoples: "Above all express my philanthropic regard for the Indians. Humanity enjoins us to teach them agriculture and the domestic arts."

#### Seer and Prophet

Into the untrodden West in the glory of youth went Lewis and Clark, fit ambassadors of the Young Republic,

bearing the standard of their country, beyond the mountains to the distant sea. And as he watched them depart, Jefferson foresaw this hour, "when free and independent Americans shall have spread through the whole length of that coast." Seer and Prophet, more than any other, Jefferson had the Vision of Today.



This Branding Iron, used by Lewis and Clark, was found in 1892, about 3½ miles above The Dalles, Oregon, on the Columbia River. It is now in possession of the Oregon Historical Society. This Branding Iron was undoubtedly used to brand cattle, horses, canoes and other properties.

## Portland as a Banking Center

As Portland is now attracting more than ordinary attention on account of the Lewis and Clark Fair, to be held here in 1905, in commemoration of the centennial of the Lewis and Clark expedition, it may be of interest to many to call attention to the volume of business transacted in the city by the local banks. There are thirteen banks, three of which are National banks, the remainder being State and private banks. The combined capital and surplus of the three National banks is \$2,198,446.52; with deposits, as shown by the November statements, of \$13,669,623.01. Of the remaining ten banks, three are branch banks and seven private and State banks. None of these banks are required to make published statements of their condition, hence we can only approximate the deposits carried by these banks, comparing them with the National banks which are required to make published statements. A very careful and conservative comparison would indicate a deposit of somewhat in excess of \$16,000,000 as an aggregate of the deposits of the latter class of banks, or a total bank deposit for the city of say \$30,000,000.

Portland has a clearing house which was organized in 1889. An examination of the total clearings of the banks belonging to the clearing house for a period of ten years past will give a fair index of the constantly increasing business of the city. For this purpose we append the following table:

1894 clearings were.....	\$56,582,579.39
1895 clearings were.....	58,842,284.51
1896 clearings were.....	62,408,893.52
1897 clearings were.....	74,295,249.14

1898 clearings were.....	93,724,449.96
1899 clearings were.....	91,643,130.53
1900 clearings were.....	106,918,027.48
1901 clearings were.....	122,575,461.69
1902 clearings were.....	154,743,110.23

1903, the volume of clearings to November 1st for 1903, exceed..... 175,000,000.00 which makes it safe to predict that the total for the year will be in excess of \$200,000,000, which shows a steady, conservative growth during all of the years mentioned. Portland is now and has been for some time past a "Reserve City," and as such the National banks throughout the Northwest are entitled to carry deposits with the National banks in this city, which, under the law, is counted as "reserve." The only other city on the Pacific Slope which has arrived at the dignity of a "Reserve City" is San Francisco. Portland, by reason of its geographical location, is entitled to and receives a large share of this class of business from the banks located in Oregon, Washington and Idaho.

The foregoing statement, which has been carefully compiled by local bankers, may be relied upon as conservatively accurate in the matter of bank capital and bank deposits, while the statement of clearings is taken from the records of the Portland Clearing House, and shows the actual volume of business transacted.

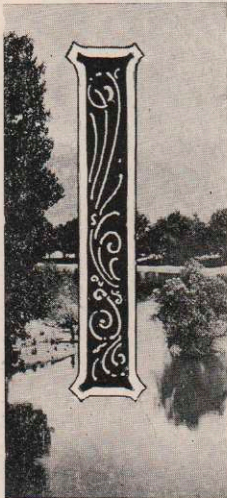
It must be borne in mind that of the thirteen banks referred to herein, only eight are members of the Clearing House. Hence it is fair to presume that the foregoing statement does not convey the full volume of business transacted by the Portland banks.



# Material Development of the Oregon Country

By HENRY E. REED

Secretary of the Lewis and Clark Centennial



**I**N a vague sort of way, the statesman of half a century ago knew, after the treaty of June 15, 1846, had been proclaimed, that Oregon was that part of the Northwest Coast of America between the 42d and 49th parallels of latitude, and the Rocky Mountains and the Pacific Ocean. To friends of Oregon like Benton, Linn and Floyd, all Oregon was good, all worth having, and all worth fighting for, if necessary. To leaders of the opposition like McDuffie, none of it was good, none of it susceptible of erection into states of the American Union, therefore none of it was worth having. Benton and McDuffie represented two lines of thought in American politics, that so long as they were antagonistic to each other, delayed settlement of the vexed Oregon question for the 54 years succeeding the discovery of the Columbia River by Captain Gray.

The entire West long since cleared itself of the early charge of its enemies that it was a desert. The Oregon Country in particular has redeemed every prediction made by its champions of its value as a field for American energy, industry, and ambition. It gave the United States its first footing on the Pacific. It was the first great step in the expansion movement that led to the acquisition of California, to which it was a contributory cause, and to the annexation of Texas, to which it was closely allied. The purchase of Alaska was a direct result, and the acquisition of the Philippines a remote result of events in Oregon nearly 60 years ago.

When the United States organized a territorial government over Oregon, it came into possession of some 11,000 or 12,000 white inhabitants, living for the most part west of the Cascade Mountains. In a productive sense, the capacity of the people was limited, though great hopes were based upon the future. Thus, we find J. Quinn Thornton telling the United States Senate, in a memorial presented May 25, 1848, that—

"Oregon would, within two years, in addition to furnishing food for land troops, produce enough to supply the Navy upon the Pacific Station."

We can imagine with what pride Judge Thornton proceeded to inform the august and somewhat doubting Senate that Oregon in 1846 had raised 145,000 bushels of wheat, 129,000 bushels of oats, 46,000 bushels of peas, and 73,000 bushels of potatoes, and that in April, 1847, it had exported 1736 barrels of flour. Dr. Marcus Whitman was quoted as saying that, as a wheat growing region, Oregon was the equal of the famed Genessee County, New York, and it was further related, as if to clinch the

argument respecting agricultural possibilities, that Rev. George Gary had, on Christmas, 1845, eaten green peas gathered that day from his garden at Oregon City. With what faith have our loyal newspapers clung, even to this day, to the legend of the Oregon City pea vine, with the variation that it is now roses that are cut in the open air and not peas that are gathered for the Christmas dinner!

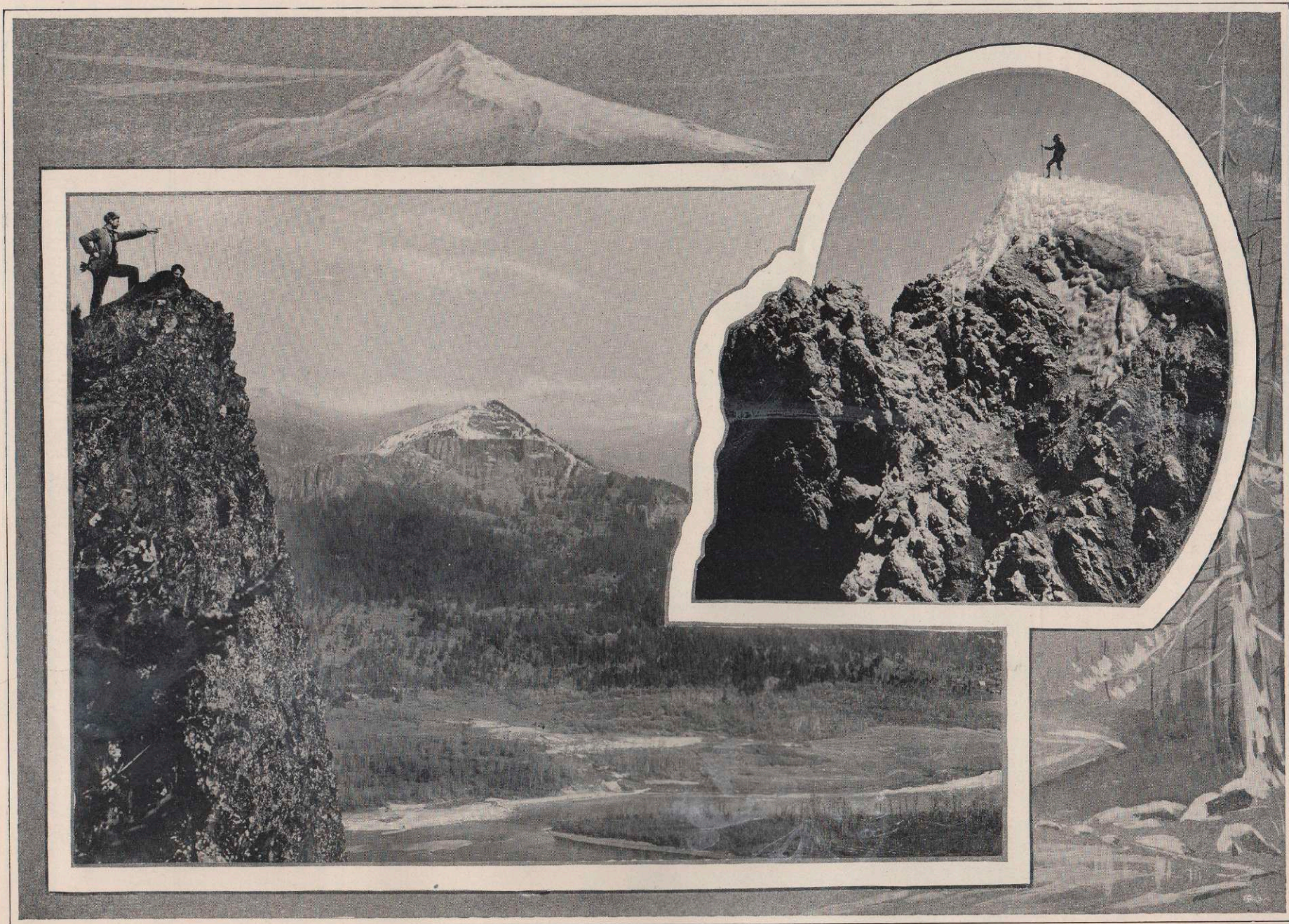
As Judge Thornton predicted, Oregon did indeed make considerable advance in agricultural production in two years following 1848, not however to meet the requirements of land troops nor of the Navy upon the Pacific Station, but to feed gold miners of California. The appended table compares the products of the Oregon Country at the taking of its first census in 1850, with the totals of census of 1900, and shows the enormous growth of the intervening fifty years:

		1850.	1900.
Wheat	Bushels.	211,543	41,737,683
Rye	Bushels.	106	186,459
Oats	Bushels.	61,214	15,490,132
Corn	Bushels.	2,918	690,357
Potatoes	Bushels.	91,326	8,876,058
Barley	Bushels.	.....	6,160,410
Hay	Tons....	373	3,045,244
Hops	Pounds..	8	21,548,277
Wool	Pounds..	29,686	39,949,786
Live Stock	Value...\$	1,876,189	\$ 83,106,380
Orchard Products	Value...	1,271	2,317,735
Manufactures	Value...	2,236,640	175,000,000

Here, truly, in 1900, were products enough to supply the greater part of the needs of the 1,500,000 inhabitants of the Oregon Country, compared with 13,294 in 1850, and to supply, also, all the warships and troops the United States is ever likely to have in the Pacific in time of peace, and to leave, besides, a handsome surplus for export. In addition, the "Old Oregon Country" has a foreign commerce of \$60,000,000 a year, and annually adds to the Nation's store of wealth, gold, silver, copper and lead, valued at over \$70,000,000.

The Lewis and Clark Centennial Exposition is the Oregon Country's Exposition, whether considered from the patriotic or the material view point. It is as much the Exposition of Washington, Montana, Idaho and Wyoming as it is of Oregon. The interest of all is identical, for all in whole or part comprised the geographical division, the acquisition of which established the United States on the Pacific Ocean and made it a world power. In a still broader sense, it is the West's Exposition, for Jefferson was looking to the Northwest Coast for nearly twenty years before Barbe Marbois, in Napoleon's behalf, offered Jefferson's envoys all of Louisiana for 60,000,000 francs when they were bidding only for the island of Orleans at the mouth of the Mississippi. In the largest sense of all, it is the American people's Exposition, for without the expanse of territory, Oregon, Louisiana, Texas, California, Alaska, Hawaii and the Philippines have given, the United States would not now rank among the great world nations.





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*Scene on the Washington Side of the Columbia River.*

PHOTO WEISTER

*Summit of Mt. Hood.*

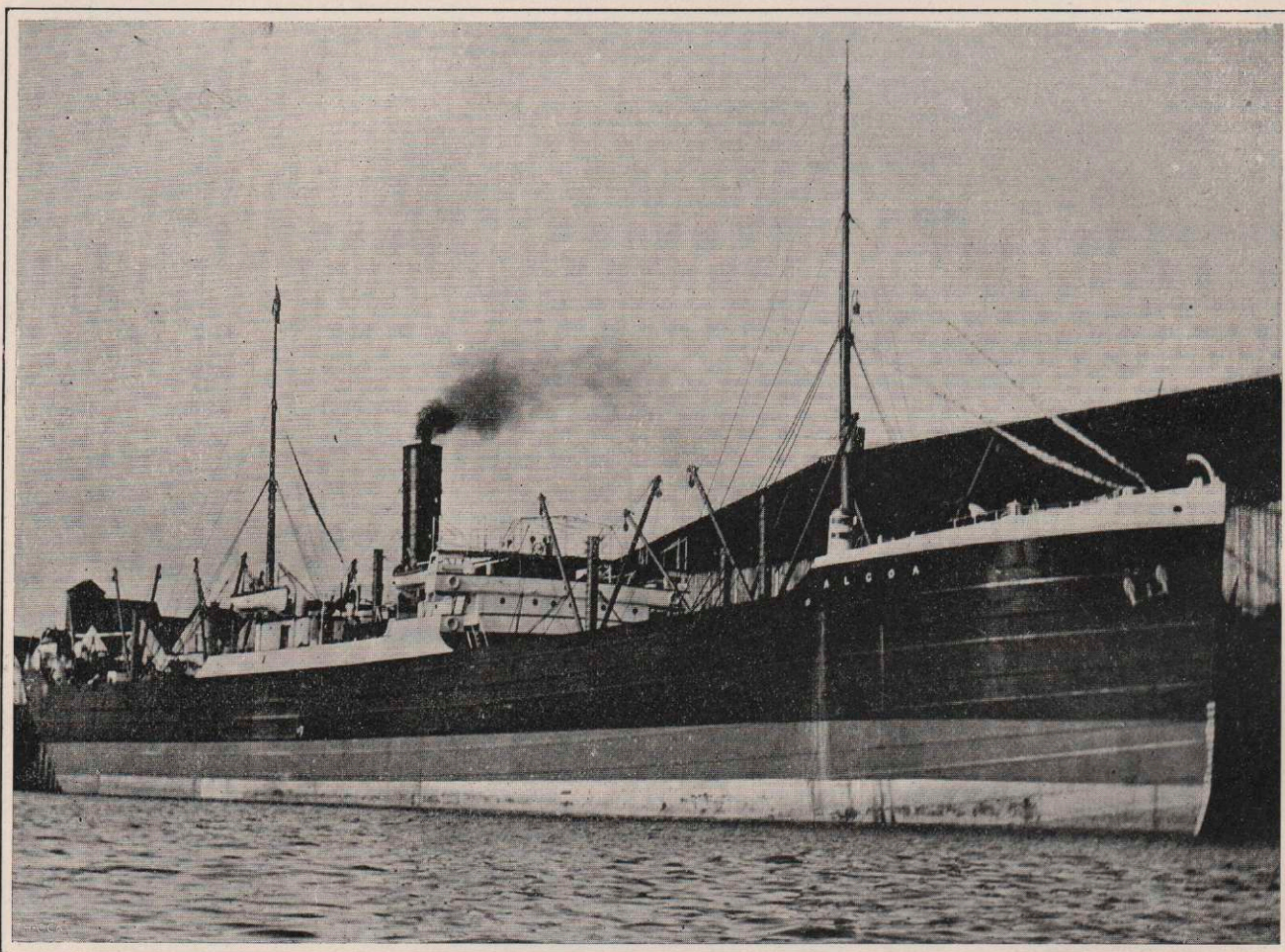


# Portland's Record-Breaking Cargoes of Wheat

By E. W. WRIGHT

While the production of wheat, except on a moderate scale for home consumption, began in the Pacific Northwest less than thirty-five years ago, the industry rapidly became the most important in Oregon, Washington and Idaho. Its relative importance when compared with that of other wheat-growing states in the East and Middle

wheat so that but little is now shipped to foreign ports. Throughout Eastern Oregon, Washington and Idaho, however, there is a steadily increasing acreage of "Walla Walla" (little club), bluestem and red wheat, and the crop of the three states under favorable conditions easily exceeds 40,000,000 bushels and in 1901 amounted to 47,-



*Wheat-Carrier that broke the World's Record. Steamer Algoa left Portland November 6, 1903, with 85,276 barrels of Flour and 500 tons of Wheat. Her Flour cargo alone exceeded by 17,000 barrels that of any other Flour cargo that was ever floated.*

West was greatly enhanced for the reason that the scanty population of the three states afforded a market for only an insignificant portion of the crop. This left such a large surplus for export, in proportion to the amount produced, that "Oregon" and "Walla Walla" cargoes for many years were at certain seasons of the year reckoned as very important factors in the price situation in the Liverpool market.

Diversified farming in the Willamette Valley has cut down the exportable surplus of "Oregon" or "Valley"

000,000 bushels, of which all but 10,000,000 bushels was shipped. Oregon and Washington's prominence in the wheat trade has attracted the attention of the commercial world, not altogether on account of the large proportion of the crop available for export, but through the immense size of the cargoes that are sent out from Portland and Puget Sound.

The shipments from Portland during the year just ending, included more cargoes of flour in excess of 50,000 barrels than have ever been shipped from any other port



on earth. Among these big cargoes was that of the steamship *Algoa*, which cleared from Portland in November with 85,276 barrels of flour and 500 tons of wheat. Her flour cargo alone exceeded by 17,000 barrels that of any other flour cargo that was ever floated. The *Algoa* not only gave Portland the world's record for a flour cargo, but three years earlier she carried from Tacoma the largest cargo of wheat ever floated. It amounted to over 360,000 bushels. Other big flour cargoes that have cleared from Portland within the past four months are the *Indrapura* with 52,576 barrels, *Indravelli* with 57,977 barrels in September and 59,187 barrels in December, and the *Indrasamha* with 57,589 barrels in November.

In the early days of the wheat industry, practically everything that was exported went out as wheat, and the profit on working up the raw material was secured by the foreign buyer. Recently there has been a decided impetus given the flour trade in the Orient, and it is rapidly swelling into proportions where it promises to utilize all of the wheat that is grown in the three states. The statistics for the first five months of the cereal year show in a striking

shipments for the first five months of the current season were 978,481 barrels, compared with 726,918 barrels last year. Wheat shipments showed a striking decrease mostly on account of the increased flour shipments, but in part through a much lighter crop than usual. From both ports for the season to December 1st they have amounted to but 3,000,000 bushels compared with over 8,000,000 bushels for the same period last year.

The relative importance of Portland and Puget Sound as compared with other wheat-shipping ports of the United States, is shown in a most favorable light in the statement of the Bureau of Statistics giving the total exports from all ports for the first ten months of 1903. But three ports in the United States outranked Portland, and but four were ahead of Puget Sound. The list was headed by Galveston, with New Orleans second, New York third, Portland fourth, Puget Sound fifth, and San Francisco sixth. Out of total shipments from the United States of 62,554,798 bushels for the first ten months of the calendar year, Portland was credited with 4,518,787 bushels, and Puget Sound 4,222,785 bushels, these two

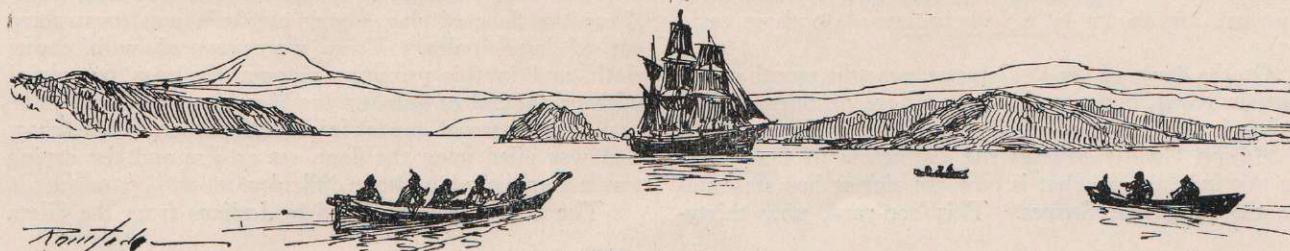


PHOTO WEISTER.

*Twenty Tons of Chinook Salmon (Columbia River.)*

manner how rapid have been the gains. For the five months ending November 30th, there was shipped from Portland this season 534,312 barrels of flour, compared with 356,458 barrels a year ago. Shipments to the Orient alone were 416,822 barrels, compared with 134,009 barrels for the same period last year. From Puget Sound

ports shipping nearly one-seventh of the entire amount exported from the United States. Wheat production has not yet approached its maximum, and conservative wheat men estimate the possibilities of the three states in addition to good increases in other products as high as 100,000,000 bushels.





# Nine Acres in the Richest Hop State of the Union

By FRANK J. SMITH

Oregon hop fields in the month of September present a gala scene that cannot be equaled in any other part of America; for no other state in the Union approaches Oregon in its annual yield of hops, or in the crowds of merry workers that gather by hundreds to strip the trellised vines. Skilled fingers are quickened by gay songs and racy repartee. It has always been a holiday season, work mingling with fun in rare fashion. Stimu-

five years old, still bears profitable crops, and, small though it is, yields a handsome income.

In March, 1867, Mr. Wells secured sufficient hop roots from Willow Grove, Sonoma County, California, at 5 cents per cutting, to plant a tract of four acres of land. The following spring this area was enlarged to nine acres, and in the fall of 1868 Oregon's first hop harvest, amounting to 1100 pounds, was garnered. These hops



PHOTO H. B. SMITH.

*A Typical Hop Field of the "Oregon Country."*

lated by the lively spirit of camaraderie and by the dancing sunlight which sifts through the interlacing vines, willing hands gather in the rich harvest, soon to be turned into dollars and cents. Changes of many sorts have crept into the method of work and festivities of the hoppicking season, in the thirty-five years that have passed since the first hop-yard was planted in Oregon. These changes, together with the profits accruing from a representative hop-yard, are shown by a look backward to those early days.

On the banks of the Willamette, near the mouth of the Santiam River, opposite the little village of Buena Vista, is the pioneer hop-yard of Oregon. To William Wells of Marion County belongs the distinction of inaugurating this industry in what is now the richest hop state under the Stars and Stripes. This hop-yard, now thirty-

were sold to Brewer Westacott, of Salem, at 50 cents per pound

At this time hop roots were planted two to the hill, and the vines were trained up poles 16 feet in length. This first crop was dried in an old 10x12 building made of "shakes," a structure standing on the banks of the Willamette, where, in earlier times, it had served as a cook's shanty for a camp of lumbermen. Eight feet above the floor of clay a rack platform was constructed out of hazel poles. These were covered with cheese cloth, and in this primitive manner the crop was dried without the aid of sulphur for bleaching purposes. The fuel was charcoal made from ash timber. The charcoal was piled upon the floor, set on fire and the drying was accomplished without difficulty.

The first crop was picked by Indians from the Siletz



Reservation, for which labor they were paid at the rate of 33 1-3 cents per box of seven bushels, Mr. Wells boarding his help. The boxes were made in four sections of seven bushels each, and forked stakes were nailed to the ends to hold the center poles while the boxes were being filled. Many were the complaints, and severe the denunciations, handed out in racy chinook when the pole puller would drop a heavily loaded pole on the fork, thereby settling the contents of the box an inch or two, or more.

In those days hop baling was for the retail trade only. It was accomplished by the aid of two five-foot jack-screws to press the hops together, four or five bales being considered a good day's work for two men. Today with modern appliances two men will readily put up twenty bales a day. And now, besides baling for the wholesale market, half-pound and pound packages are put up for retail trade.

From 1868 until 1891 Mr. Wells' yard was annually picked by Indians from the Grande Ronde Reservation,

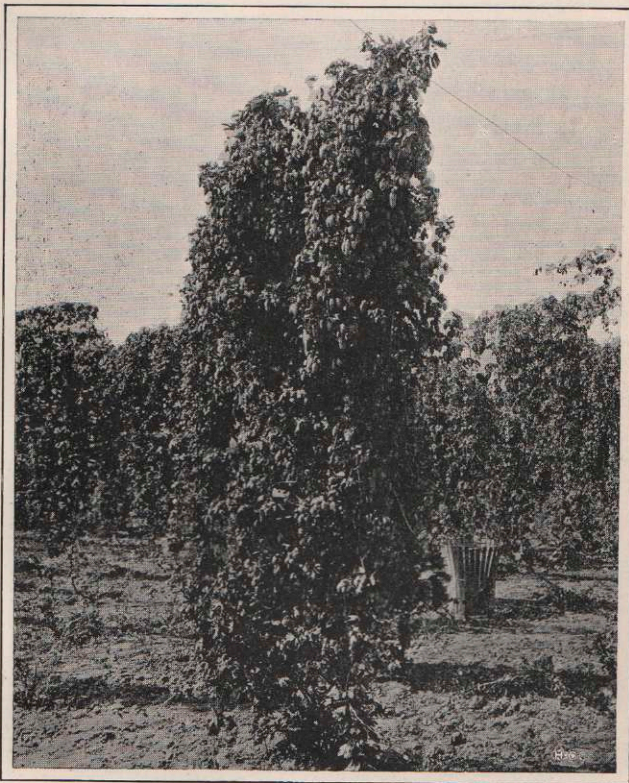


PHOTO WEISTER. *A Rich Northwest Hop Vine.*

then located in the west end of Polk County. Many were the "dances" and "hops," "feather," "scalp" and "medicine," given by the "bucks" and their "kloochmen" for their own amusement and for the edification of the "Bostons," as the whites were called at that time. At these "parties" the Indians numbered from 100 to 150, and with an equal number of palefaces hilarity ran rampant, and the surrounding forests echoed and re-echoed with the shouts and joyous songs of the happy throng. The "standing room only" sign might have been employed on these occasions—had the broad acres not been so broad. After a few hours of this wild amusement a violin would be brought out, and then there was "high jinks" indeed.

Country lads selected partners from the dusky belles

(Continued on page 28)

## Kruse's Restaurant and Grill Room

**First Class in all its Appointments**

Fourth and Stark Streets, opposite  
the Chamber of Commerce

PORTLAND, ORE.

## STORY OF THE CONQUEST

The story of the perils of Lewis and Clark in the wilderness as told by Eva Emery Dye in the "Conquest," (A. C. McClurg & Co., Chicago), is history forged at white heat. This dramatic recital of adventure leaves the reader breathless, so full of impassioned and stimulating action are its pages,—a remarkable combination of brilliant, swift narration and historic accuracy. Not the least thrilling part of the story is the account of the quick-witted Shoshone maiden of 16 years, who had been captured by the Minnetarees, and had grown up to womanhood among them. She it was who led Lewis and Clark over the Rocky Mountains, pointing out to them the way to the sea by landmarks known only to herself by reason of her wanderings from her tribal home. The women of all the Rocky Mountains and North Pacific States have formed an association for the purpose of raising \$7,000 for a bronze statue to this Indian girl, "Bird-Woman," or Sacajawea, Mrs. Dye being president, and Mrs. Sarah A. Evans, of Oswego, Oregon, the secretary.

A notable purpose of the LEWIS AND CLARK JOURNAL will be to present, from month to month, each of the various states of the Pacific Northwest honestly and impartially to the world, making no unfair discrimination in favor of any one of them.



awaiting their turn to sling their moccasins into the air, and to the rhythmic time of the ancient "Buffalo Gals," "Zip Coon," "Scotch Reel," and "French Fours," dust, noise and "Injun" permeated the aromatic hop hills as cologne the fascinating garb of the city swell. The "calling" in the chinook jargon was well understood by the farmer boy, and from start to "conway lo-lo," (meaning promenade all) there was joy enough in camp to serve each a meal and sauce to spare.

Sundays were employed in baseball games, horse racing, and card and stick gambling, the latter to a monotonous chant accompanied by music on a drum made of a deerskin stretched over a white ash hoop. On Monday fully two-thirds of the male pickers would resume their labors minus every hop ticket they possessed, some without blankets and others bereft of ponies. All were staked and lost at the gaming table. Their owners were made poor, indeed, but what of that? There were other chattels to be had for the buying, and there was work for the money with which to buy. The gamblers were cheerful in their losses. They would recoup next week. They were full of the hope that buoys men up, and is the life of gambling.

On account of the strict rules of the reservation, Indian medicine dances and incantations over the sick were strictly prohibited, so the painted brother and sister took advantage of these annual outings to renew acquaintances with these solemn rites of the tribe when in its wandering days of unrestricted freedom. And the coyotes of the plains, on the coldest nights of winter, never made more hideous howls. There were sad lamentations, and such gyrations as would make a modern acrobat feel that he had missed his calling.

For fifteen years Wapato Dave, a noted Indian chief, picked this yard with his tribe, and later another chief, Moses Allen, was in charge; but since 1891 whites, exclusively, have performed that labor. Most of these reside in the neighborhood, and the amusement of today is the country dance given on Saturday night, with many a wild swing and hearty, joyous whoop from powerful lungs, such as put to the blush the conventionalities of the polite world.

William Wells now sleeps that slumber that knows no awakening, having passed away in February, 1898. Since then the yard, now fifteen acres in size, has been owned and operated by his three sons, Horace C., Henry A. and Emmett E. Wells.

The highest prices received by the growers for the product of the field was in 1882, \$1.02½ per pound. The lowest price was 5 cents. The largest yield of this yard has been 2400 pounds to the acre; and this season, the thirty-fifth year of its bearing existence, without fertilizing, except from an occasional overflow of the river, the crop averaged 1000 pounds to the acre. This certainly speaks well for the lasting qualities of Oregon soil; and fully as good report might truthfully be made of all the bottom lands of the Willamette River.

In conversation with the present owners it was learned that ever since the harvesting of its first crop, this hop farm has yielded an average of 1500 pounds to the acre, and its product has averaged 15 cents per pound. Thus in thirty-five years this original nine-acre patch of ground has brought to its possessors the enormous sum of \$70,875. The exact figures, from year to year, may be obtained at any time from the owners.

During the first few years this was the only hop yard in that section of the State, but today many others, equally rich in production, dot the country everywhere.

## Pacific Export Lumber Co.

Exporters of  
Oregon Pine  
Lumber,  
Timber and  
Piling, from the  
Columbia River,  
Puget Sound and  
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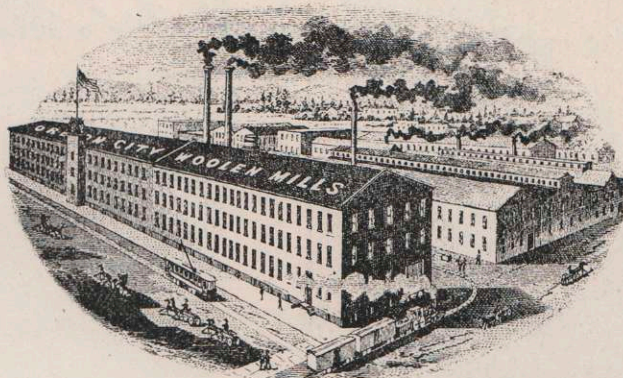
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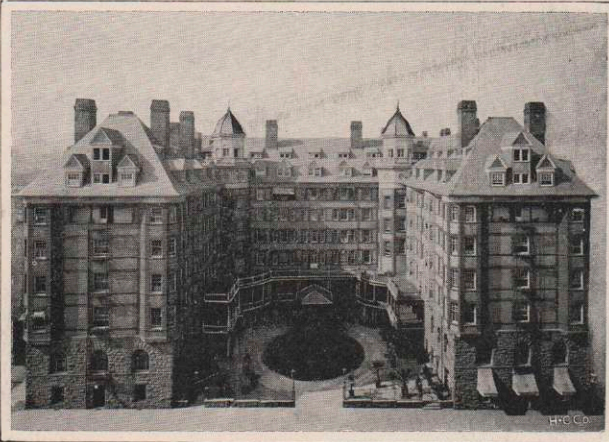


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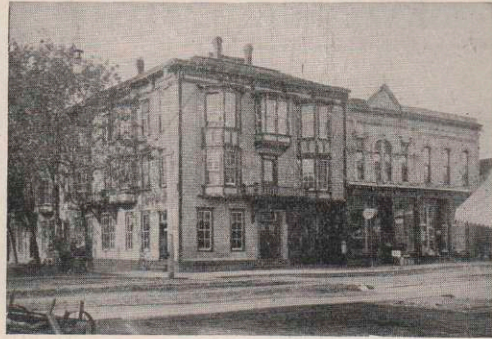
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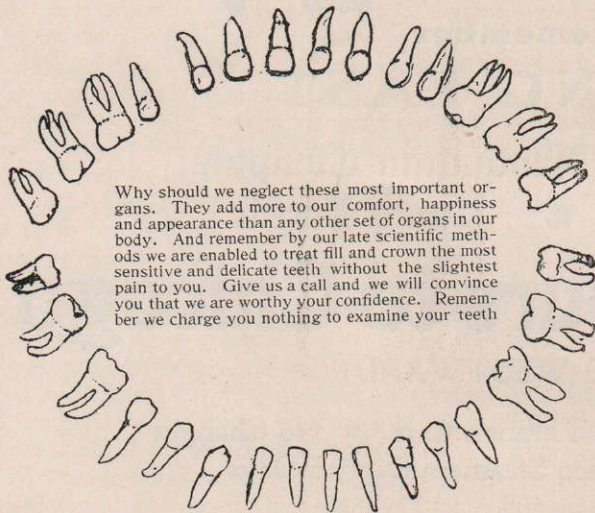
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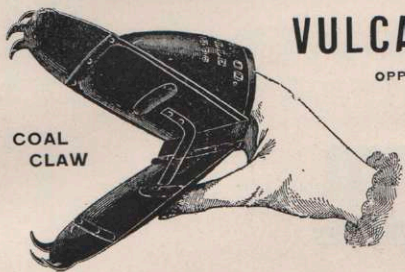
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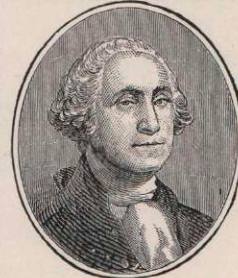
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