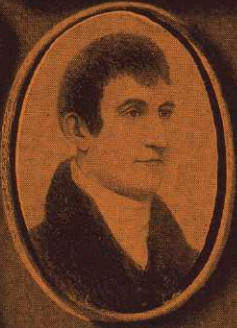


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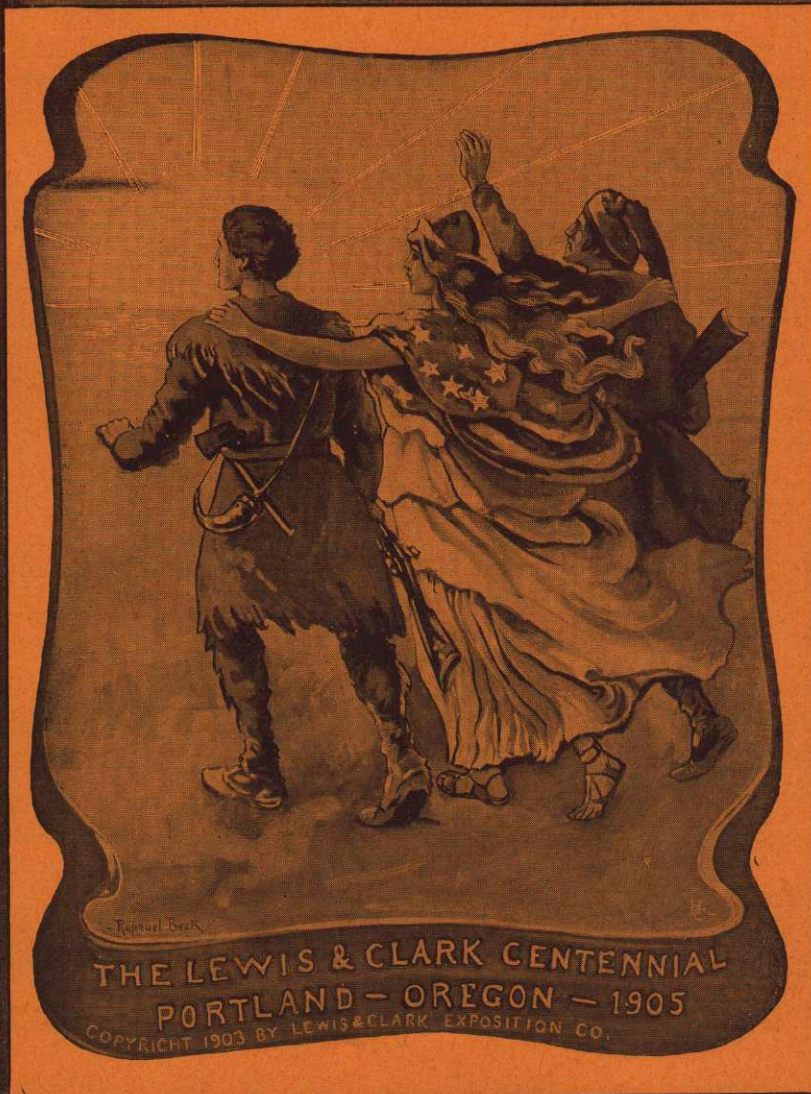
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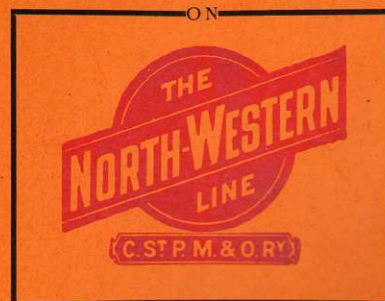
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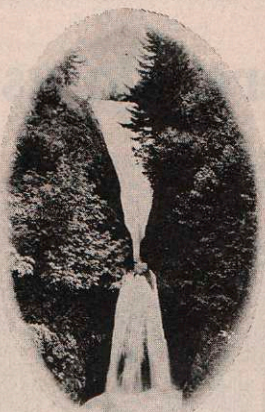
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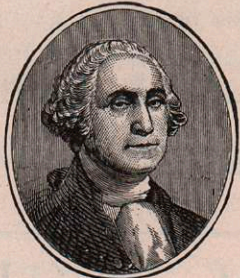
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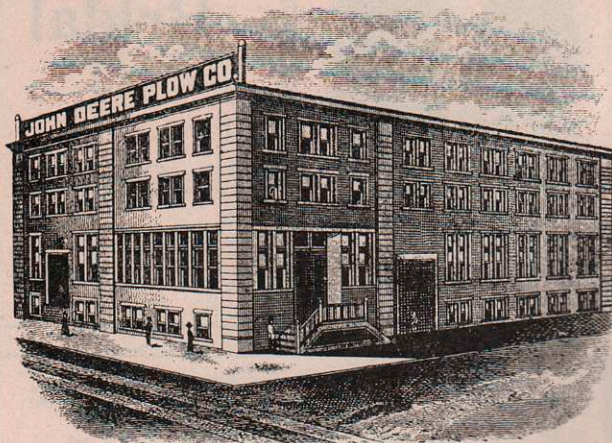
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LEWIS AND CLARK JOURNAL

June, 1904

CONTENTS

Vol. 1 No. 6

	Page.		Page.
Mt. Rainier, Washington. Photo. Edward Curtis—Mt. Hood, Oregon. Photo. A. B. McAlpin—Copyright—(Frontispiece)	4	George T. Myers, Jr.—(Portrait)	11
Note and Comment	5	Building up an Import Trade—(Illustrated)	13
Mountains of The Northwest—(Illustrated)—C. H. Sholes, President of The Mazamas	6	A Musical Setting to The Story of Sacajawea	12
The Mountains Call—(Poem)—President P. L. Campbell, University of Oregon	9	The Two Statutes of Birdwoman—(Illustrated)	18
Constructing The Western World's Fair	10	Lumbering on Larch Mountain—(Illustrated)	20
		Baker County—(Illustrated)	24

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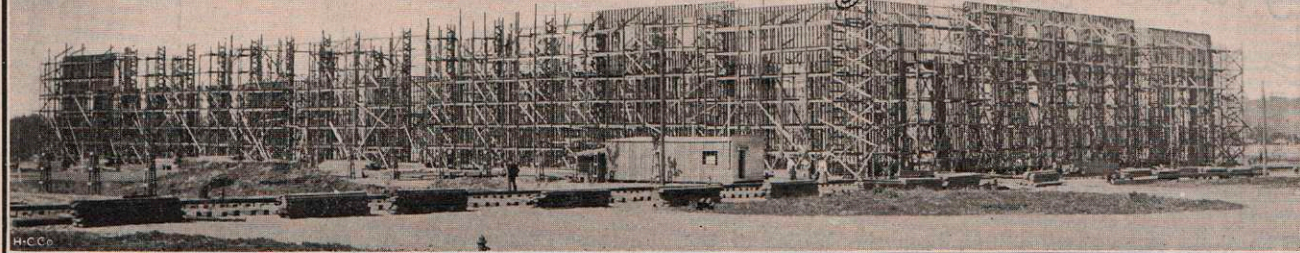


Mt. Rainier, Washington, 14,444 feet. The summit is a gigantic tableland nearly a mile wide. There are over twenty distinct glaciers on Mt. Rainier, exceeding in extent all the glaciers of Switzerland.—C. H. Sholes, President of the Mazamas. PHOTO E CURTIS.



Mt. Hood—"From Cloud Cap Inn on the North Slope of Mt. Hood at an altitude of 6,800 feet, a few minutes' walk takes one to Glaciers hundreds of acres in extent." Copyright. PHOTO M'ALPINE.

Lewis and Clark Journal



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Vol. I

PORTLAND, OREGON, JUNE, 1904

No. 6

OFFICIAL BULLETIN OF THE LEWIS AND CLARK FAIR

ISSUED MONTHLY BY

The Lewis and Clark Publishing Company

200-208 Alder St., Portland, Oregon

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C. BEN RIESLAND, SECRETARY

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Entered as second-class matter, April 5, 1904, in the postoffice at Portland, Oregon, under the Act of Congress of March 3 1879.

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.

June 7 has been added to the list of sales days for the special rate tickets to the St. Louis Fair. This will enable all busy people who desire to attend the Oregon Day exercises (June 15) to do so at the minimum expenditure.

The State Teachers' Reading Circle of Illinois has adopted "The Conquest," by Eva Emery Dye, for the study of the Lewis and Clark expedition. This means that thousands of intelligent educators are preparing themselves and their pupils for the event to be celebrated in 1905.

May 14, the day on which Lewis and Clark began their march of exploration across the continent, has been set apart as a permanent Lewis and Clark Day in the public schools of Nebraska. The Daughters of the Revolution of that state are erecting a memorial on the site of the first Indian council held within their borders.

Oriental shipments of flour from the three ports of Portland, Tacoma, and Seattle amounted to 74,133 barrels in April, 122,117 barrels in March, 248,079 barrels in February, and 271,078 barrels in January. For four months shipments totaled 2,211,925 barrels, and 1,484,548 barrels in 1903.

As soon as the necessary molds can be cast all matter leaving Portland by mail will bear the postmark, "World's Fair, Portland, Oregon, 1905." The request that this postmark be put into use has been granted by the Department at Washington, and Secretary Henry Reed, of the Lewis and Clark Exposition Corporation, has been so notified. The necessary arrangements to have the postmark put into use will be made at once.

The City of Portland has just fallen heir to \$2,000,000, bequeathed by Mrs. Amanda W. Reed, for the purpose of founding a non-sectarian school which shall combine instruction in literature, fine arts, science and manual training, with special regard to the needs of young men and women who earn their own livelihood. This school will be named Reed Institute, in memory of her husband, Simeon G. Reed, who made most of his fortune in this city.

The Lewis and Clark Centennial will have one great attraction that no other Exposition has ever been able to offer its visitors—lofty snow peaks so near at hand that their alpine parks, craters, giant rock-masses and vast ice-fields may be easily reached by those who love wild and picturesque mountain scenery. No other great city on the globe has within easy access such a mountain as Hood, 60 miles of comfortable travel from Portland, every mile of which discloses enchanting vistas of river, forest glen, cascade, or awe-inspiring precipice. And yet this is only one peak of the grand encompassing circle of pinnacles, a brief description of which, written by the president of the Mazamas, will be found in the pages of this issue. Visitors to the Exposition will be offered all the courtesies and hospitalities of this well known club of trained mountaineers—the Mazamas—a semi-scientific organization embracing in its membership United States government experts and heads of departments, professional and literary men and women, some of them of international reputation, mountain enthusiasts all of them, who organized this club ten years ago for the express purpose of exploring the mountains of the Northwest and disseminating knowledge of them abroad.

Under their guidance camping expeditions and climbs may be arranged into the heart of the Cascades, the newest and most fascinating mountain region of the globe. The Mazamas came into existence on the summit of Mt. Hood, about 200 persons climbing, without accident, to this great height, 11,225 feet, July 19, 1894, for the privilege of enjoying membership in the club. This was a feat that is said never to have been equaled in the annals of mountaineering. On July 19 this year the Mazamas will visit Mt. Shasta, California. On all their club outings a cordial invitation has been given to strangers to participate. The club takes its name from the Rocky Mountain goat,—Mazama,—a shy, sure-footed creature, white and shaggy, that lives among the craggy heights and eternal snows of the Cordilleran range of North America.

Mountains of the Northwest

By C. H. SHOLES
President of The Mazamas

The Swiss Alps have so long been the Mecca of the mountaineer, especially of the American tourist, that until comparatively recent years it was almost heresy to insist that on our own Pacific Coast, stretching from Mexico on the south to the limits of Alaska on the north, we possessed a hundred Switzerlands in area, and almost as many in variety of alpine conditions. It is doubtful if there is another range of like extent on the face of the earth that presents such diversity of climate, such wealth of fauna and flora, and rare opportunities for biological, geological and other scientific research. Comprehending a range of nearly two thousand miles, traversing Arctic and Temperate zones, and almost penetrating the tropics, one does not need knowledge of science to tell him of the infinite variety of vegetation, shrub and tree growth, of sculptured rock form, of animal life, of beauty and sublimity, to be found therein. Those who have never seen it could be little edified by science; while he who has penetrated to the sanctuary of this grandest of Nature's handiwork has stored his memory with pictures of undying charm.

In a physical sense the Sierra Nevada and Cascade ranges are one, but geologically they are the products of different epochs, the birth of the latter being long subsequent to the former. The Cascades are, indeed, the youngest mountain range of the United States, and while many of its volcanic snowpeaks yet bear silent but sulphurous witness to the pent-up fury that upheaved those vast piles of granite, they are, nevertheless, slowly cooling under the deep masses of snow and glacier ice that perpetually shroud their summits.

Perhaps out of this two thousand miles of mountain chain, that which extends through Washington and Oregon, known as the Cascade Range, possesses more variety, appeals more to human interest, lends itself more readily to poetry and romance, and would, if better known, arouse more delight in the tourist and lover of the beautiful and grand, than either the massive Sierras on the south, or the wild, almost impenetrable ranges of Alaska on the north.

In the Californian Sierras the whole range has been lifted to an enormous height, peak after peak jostling each other, lifting "their minarets of snow" from 13,000 to 15,000 feet. In the Cascades the range is uplifted only from 3000 to 5000 feet, but at irregular intervals from Southern Oregon to Northern Washington, a distance of about 450 miles, great conoidal peaks rise several thousand feet above the intermediate range. These lone peaks, rising from 9000 to nearly 15,000 feet above the broad sea level valleys which flank them on the west, form a wonderfully impressive feature; they dominate the landscape for fifty, and under favorable conditions even one hundred miles, according to the point of view, so that some

of those great white cones are at all times, barring clouds or smoke, visible from the western portion of the two states.

But the object of this article is not to give a geological account of the mountains of the Northwest, but to try to attract, in a general way, the attention of the traveler, tourist and investigator, to the innumerable points of interest in this superb Switzerland of America. While there are no Matterhorns to climb (so far as yet discovered), with dangers which only the tireless and experienced climber should challenge, neither is there any state law or guild of guides to reckon with; but they who love the forests, canyons, roaring streams, moss and lichen-covered cliffs, broad rolling hills and rugged mountain, in their primeval purity and wildness, may with simple equipment sally forth for a week or a month of incomparable pleasure. Yet guides and packers, skilled in the diamond hitch and useful around the camp fire, may be procured at every well-known mountain; while at a few of the more frequented ones, such as Mount Hood, well-equipped hostelrys afford conveniences and comforts. From Cloud Cap Inn, on the north slope of Mount Hood, at an altitude of 6800 feet, a few minutes' walk takes one to glaciers hundreds of acres in extent.

The mild climate, the generous rains and snows that envelop the Cascade Range in winter, have conspired to create a verdure of semi-tropical luxuriance, clothing all of this Washington and Oregon range with a mantle of dark, rich green, to which distance lends a hue of royal purple. From this base tower the great peaks, whose upper 3000 to 7000 feet rise above all timber growth, piercing the clouds with spires of glittering white. While there are four months of the most delightful summer weather, during which the tourist, mountaineer and outing lover can travel through this incomparable region without fear of rain, yet drouth effects are equally unknown and flowers bloom and fruits ripen prolifically. Magnificent forests clothe the valleys and foothills, pressing up the slopes of the snow peaks to an altitude varying from 6000 to 7500 feet. The glories of this alpine region—destined ere long to become the playground of American tourists—tongue hath not told nor brush depicted; in its immensity it stands as yet untouched, unsung, an unmatched and almost virgin precinct of natural beauty and grandeur. "Rivers, pure and sparkling, thread the bottom of those gigantic glacier valleys. The volcanoes are extinct, and the whole theater of this impressive geological drama is now the most glorious and beautiful region of America."

These mountains are comparatively easy of ascent, yet the element of danger, the novelty of unexpected storms, is never absent while mountaineering in the Cascades. Whoever is so fortunate as to make two ascents of the same peak, even within the same week, always has two

memorable experiences. Those who participated in an attempted ascent of Mount Hood on the 19th day of July, 1901, can never forget three midday hours when a storm raged round Crater Rock, and the rescue of a young girl whom the altitude and exertion of climbing had overcome.

Gothic in its purity of outline, overlooking the gorge of the Columbia, although not rising to the height of either of its compeers, Rainier and Adams, Mount Hood yet forms a notable landmark for a larger area than any other peak north of Mount Shasta. Observed from Portland, whence thousands of tourists annually breathe inspiration from its noble beauty, it gives no hint of the Titanic forces which are working its destruction.

the middle of an August day, one may hear a succession of awe-inspiring cannonadings, as the tremendous ice mass of the Nisqually glacier grinds its resistless way down the canyon, or avalanches of snow, ice and rock are detached from the summit cliff.

Ten years ago some enthusiastic mountain lovers of Oregon and Washington organized the Mazama Society, one of whose objects has been the exploration and climbing of the great snow peaks of the Cascades. Although they have been diligent, having a two weeks' excursion each summer, yet the field of their work is hardly touched. Mount Baker, in Northern Washington, still remains a virgin peak, almost unapproachable, surrounded by the mighty forests of Puget Sound, and moated by canyons



PHOTO W. D. LYMAN.

Mt. Adams, Washington, from timber line looking Northeast, showing White Salmon Glacier.
Courtesy of Mazamas.

Mount Rainier, lifting its triple tiara, spotless jeweled, 14,444 feet into the blue dome, is king of the Cascades. Here is climbing which no Alpine enthusiast need disavow. The scenic view from the summit is of immense range and unsurpassed. One may stand upon its eastern side—for its summit is a gigantic tableland nearly a mile wide—and look across the range and its outlying spurs, deep-gashed canyons, and glorious forests fading away on its foothills, to the wheat fields of Eastern Washington; while looking northwest the flashing waters of Puget Sound are visible. From this broad and lofty receptacle of rain and snow enormous glaciers drop away on every side. There are over twenty distinct glaciers on Mount Rainier, exceeding in extent all the glaciers of Switzerland! The statement seems incredible, but it is based upon the explorations and measurements made by United States geologists. Standing at the foot of Gibraltar Rock, in

whose precipitous walls lead to dizzy depths.

Through the valley of the Stehekin, marvel of marvels, more Alpine than the Alps, glorious beyond the gift of pen or tongue to tell, a party of Mazamas passed a few years ago, seeing so much that they were awed into silence. One great peak, previously unascended, they gave a name to—Mount Sahale; but there awaits the explorer, the scientist and the hardy tourist, a wide extent of lofty peaks, dashing rivers, leaping cataracts, deep glacier lakes embosomed where only the flight of eagle carries, and an involved, intertwisted multitude of glaciers, momentarily and eternally at work chiseling into sculpturesque form the granite ribs of the continent.

Mount Mazama, sublime ruin of what is conjectured once to have been the highest peak of all—not less than 17,000 feet—now bears in its vast void Crater Lake, most interesting to layman or scientist of all the wonders of



the Cascade region. In volcanic days, say the geologists, occurred a terrific eruption, leaving an empty cone six to seven miles in diameter and 4000 feet deep from the top of its highest granite rim. In time this huge basin filled with water to a depth of 2000 feet by actual measurement; and there, fed by springs and winter storms, discharging by underground channels, it stands with slight variation from season to season, its surface 6700 feet above sea level, one of the highest, if not the very highest lake of its size in the known world. A symmetrical tree-covered cone, 850 feet high, rises from this lake; from its summit, looking down upon the blue water, smooth as a mirror, in whose marvelous depths a blue sky and white

Crater Lake, Southern Oregon.

Table Rock, Between Ashland and Crater Lake.

Where the Trout runs in Southern Oregon.

Rogue River Rapids, Near Prospect, Oregon, Fifty Miles from Medford.

Gorge at Rogue River Falls, Above Prospect, Oregon.

On the Precipice at Crater Lake—Snowballs and Posies.

United States Fish Hatchery on the Upper Rogue River.

PHOTOS BY N. S. BENNETT, MEDFORD

clouds are reflected, has been seen one of the most beautiful pictures the face of Nature ever gave to a loving devotee.

The writer never can forget when he for the first time, alone, gazed spell-bound upon this magic scene. Early in September, the first storm of the season was beginning—a contest between rain and snow. The forest seemed almost human, though something uncanny in its multitudinous voices. On and on, and higher up he climbed, wondering where and what was the mystery he sought. The storm ceased and grayish clouds hung low; suddenly the forest dropped away from view; a few steps more and the earth itself vanished into vacancy below. Pausing with surprise and wonder, he looked into a billowing sea of mist, as though one stood upon the confines of the world, clinging to a small fir whose roots on one side projected into space. Speechless, wrapt in awe, he gazed, while the mists in that nether world dissolved and shifted like scenes in a theater, then a shaft of sunlight pierced them, and the sky, blue as a topaz, looked up at him from below! Instantly it was hidden again, like a dissolving mirage, and then the mists began rolling together into formless cloud masses, heaving and mixing in tumultuous confusion, in silence which was almost audible. A moment more, they had seemingly vanished like ghosts, and the awed spectator saw, 1200 feet below, the calm, blue surface of Crater Lake, down whose precipitous walls under Dutton's Cliff a cascade dashed 2000 feet to the shore of the lake.

Within reasonable limits one can only hint at a few of the wonderful features of the mountains and mountaineering in the Northwest. Mount Adams, second only to Rainier in magnitude of glacial downpour, is one of the giants of the Cascades. From the eastern side of its broad summit one may gaze down a sheer precipice nearly 5000 feet upon the huge tumbling masses of azure ice con-

stituting the Klickitat glacier. Of this glacier alone a chapter might be written; it is one of the largest in the region, and the flood which it annually pours into the Columbia would suffice, if it could be stored and properly diverted, to irrigate nearly all of the arid lands of Eastern Washington. Another interesting feature of this mountain is its system of underground lava tunnels, miles in extent, and large enough to accommodate an ordinary railway track and train.

St. Helens, Mount Pitt, Three Sisters and Jefferson, all more or less difficult of ascent, all possessing living glaciers whose annual floods are distributed to the surrounding forests and thence to swell the valley streams, constitute the principal remaining peaks of the Cascade region. They are only comparative because they are amid so much that is superlative.

But the tourist who contemplates an excursion to any of these grand peaks should not forget the infinite charm of the fir forests through which his quest will lead him. Robbed of these illimitable coniferae that clothe the foothills in ever-living green, and drape the mountain shoulders with majesty and regal beauty, an indefinable glory, the charm of human association, would depart forever. They dispense universal gladness, cheer the dusty wayfarer, nourish springs of perennial purity, and refresh the mind weary of worldly cares, tempting it into a thousand channels of interest and content.

The Mountains Call

P. L. Campbell.

The mountains call, the great white mountains call;
Hark, hark, the breezy buglings from the heights—
The whistling pines, the wind-swept waterfall,
The shrill, sweet music of clear Alpine nights,
When every sense in ecstasy delights
To draw the thin, keen air; and over all
Sparkle and gleam in night's vast coronal
Her blazing jewels, crisp as Northern Lights.

O, there the soul is lifted up to God,
Thrilled with His presence in the vast profound,
Treading with reverent feet the holy ground
Of these high portals of His blest abode,
Where all life's primal faith and joy are found,
Freed from the earth-worn mortal's wearying load.

University of Oregon, 1904.

"I have no doubt of the success of the Lewis and Clark Exposition. If Mr. Olmstead planned the landscape improvements and the architecture is made to conform with his general plan, the Lewis and Clark Exposition will be a collection of beautiful buildings, artistically arranged. This is a vast and resourceful region that will certainly attract favorable attention from visitors, and investments in the Northwest ought to be heavy."—W. S. Eames, of St. Louis, President of the American Institute of Architects.

Constructing The Western World's Fair

The members of the United States Government Board for the Lewis and Clark Exposition have just been appointed as follows:

Department of Agriculture, J. H. Brigham, chairman; Department of State, W. H. Michael; Treasury Department, W. H. Hills; Department of Justice, Cecil Clay; Navy Department, B. F. Peters; Interior Depart-

at work drawing plans and Superintendent J. W. Roberts, of the supervising architect's office, arrived in Portland on May 31 to inspect and report upon the sites for the federal buildings. In all probability it is thought the government authorities will erect the main exhibit building upon the peninsula on the highest point of land. This will complete the prettiest Exposition ensemble that

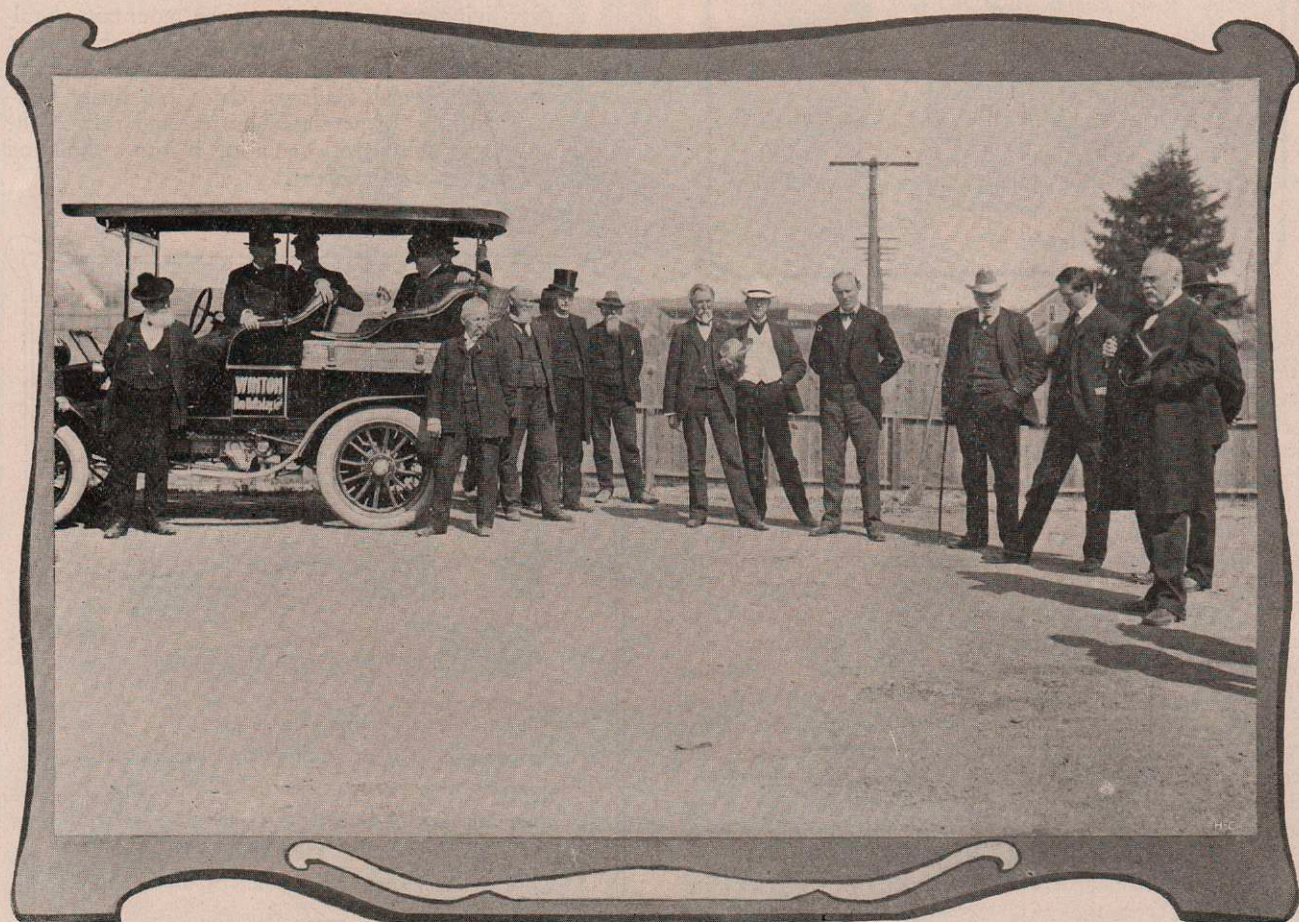


PHOTO KISER BROS.

"The Exposition will open promptly on time next year."—H. W. Scott, President of the Lewis and Clark Centennial, and Editor of the Oregonian, at the State Ceremonial of breaking the ground for the Administration Building. May 2.

ment, Edward M. Dawson; Department of Commerce and Labor, Frank H. Hitchcock; Smithsonian Institution and National Museum, F. W. True; Library of Congress, Roland P. Faulkner; Bureau of the American Republics, William C. Fox.

The representatives for the War Department and the Postoffice Department have not as yet been appointed.

This board is pushing the preparations for the government exhibit buildings. Actual construction work will probably be begun by the first of August. Architects are

has ever been seen. Mr. Roberts, the government representative, has made a thorough inspection of the Fair site and although from the nature of his duties as a federal officer he may not deem it politic to express his opinions, it is known that he gives the highest approval to the Fair site.

The government board has shown the highest confidence in the Centennial by getting its plans under way by the time the ink of the President's signature was dry on the act authorizing participation. Good progress has

been made thus far and there is every reason for anticipating unusually prompt action in the erection of the palaces where will be shown what a great and marvelously active institution our government is. Upon the filing of Superintendent Roberts' formal report of approval of the sites selected, the contractors will be at work on the big jobs. No fear is entertained that the buildings will not be ready in time for the opening. The plans at this period—twelve months from the opening date—are more fully matured than at any previous Exposition, much further along, as the records show, than those of Omaha's Trans-Mississippi Fair, which is, up to the present time, the most conspicuous example of readiness for the opening day among all the great Expositions of the United States.

Incontrovertible proof of the substantial advance in trade as a result of the development of our illimitable resources here in the Pacific Northwest is to be found in our bank clearings. Those for the week ending May 14 broke the record, exceeding by half a million dollars any corresponding week in the history of the Northwest. The increase over the same week in 1903 was about \$500,000, and over that week in 1902 no less than \$2,344,443, and over that of 1901, the still more astonishing sum of \$4,107,228. This is a stupendous rate of growth certainly—more than four million dollars increase for one week's bank clearings in three year's time. We challenge any part of the world to show a more substantial gain than this, and it is merely the natural, inevitable result of the development of our natural resources. The table for the past six years runs as follows:

Bank clearings, second week in May, Seattle, Tacoma, and Portland:	
1899	\$4,250,409
1900	5,207,658
1901	5,657,484
1902	7,420,269
1903	9,276,331
1904	9,764,712

What may be accepted as a thoroughly lucid and authoritative exposition of the mineral resources and industries of Oregon has just been compiled by the University of Oregon and issued as its May Bulletin. The extreme conservatism, impartiality and regard for accuracy in the smallest details shown by Prof. O. F. Stafford, head of the Department of Chemistry at the University, makes this little book of 112 pages invaluable for reference. As the minerals are arranged alphabetically and fully indexed at the end of the volume, the work is specially convenient as a handbook. A map showing the gold and silver mining districts of the state is a useful adjunct.

The annual yield of hops in Oregon this coming season is conservatively estimated at 100,000 bales, and this will probably prove an accurate forecast, owing to the great increase in acreage that has been going on. Last year the crop amounted to 85,000 bales, leading all other states in the Union, and in 1902 Oregon raised nearly one-half the hops grown in the entire United States.

Small diamonds are reported from Harney County, Oregon, the district in which they are found being forty miles from Burns.—University of Oregon Bulletin for May.

George T. Myers, Jr.

Oregon's exhibit of fisheries and game at the Louisiana Purchase Exposition is under the superintendency of Mr. George T. Myers, Jr. It is in every way representative of an industry which has contributed fully \$100,000,000 to the wealth of the state. Mr. Myers was born at Portland 36 years ago and received his primary education in his native city, after which he was graduated from Linmere College, California. He began his business career as assistant receiving teller of the First National Bank of Portland and was held in high esteem by the late Henry Failing and H. W. Corbett, who were presidents of this institution, for his thorough business methods. Resigning his position in the bank, he engaged in salmon packing on Puget Sound and in Alaska with success. Recognizing his fitness, the Lewis and Clark State Commission appointed him last fall to take charge of its department of fisheries and game at the Louisiana Purchase Exposition. Mr. Myers collected and installed at St. Louis an exhibit which is a credit to Oregon and which has been highly commended by the officers of the Louisiana Purchase Exposition. Among the attractive features are 20 live Mongolian pheasants, Oregon's greatest game bird. Mr. Myers is one of the best known of Oregon's young men. He is a charter member of the Multnomah Amateur Athletic Club and a member of the Sons of the Revolution. He is an enthusiastic fisherman and hunter.



GEORGE T. MYERS, JR.

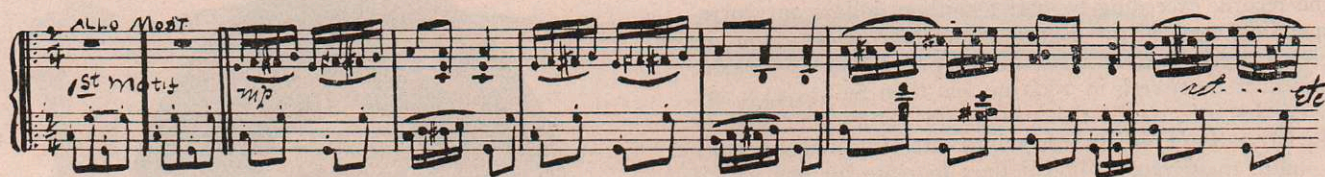
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The American Mining Congress, which is to be held in Portland, August 22-27, 1904, will represent more money than any convention ever held on the Pacific Coast with the exception of the American Bankers' Association, held in San Francisco last fall. Over 1,000 delegates will be present, besides a large number of well-known scientists, editors, statesmen, literary men and national leaders. Portland is raising \$10,000 for the purpose of entertaining these distinguished guests.

A Musical Setting to The Story of Sacajawea

In honor of the erection of the statue to Sacajawea by the women of the Northwest, at the Lewis and Clark Centennial, Mr. Rollin Bond, a composer and band master of New York City, has written an intermezzo named "Sacajawea," containing some typical tunes descriptive of the life of this heroine. The composer is familiar with Indian life, songs and dances. With the permission of the author and owner of copyright, we give below some of the motifs of the composition.

After the introduction, the first movement represents Sacajawea, happy and care-free, as she dwells among her people in the land of the Shoshones:



Having been stolen from the Shoshones, and taken to the Mandans in the land of the Dakotas, the Birdwoman grieved and longed for her own tribe. As she looked far out over the brown prairies, and watched the great ball of red fire dip low in the West, she would softly sing the Indian chants, represented in the second motif:



She was engaged by Lewis and Clark to pilot the great expedition sent out by President Thomas Jefferson in 1804 to find a route to the Pacific Coast. This dangerous journey is represented by a spirited march tempo, the third motif:



Arriving at length at the headwaters of the Columbia, a large band of Indians rushed down upon the explorers:



And but for the presence of Sacajawea the whole party might have lost their lives—the chief of the reds proving to be her brother. Among her own people Sacajawea is again light-hearted and the music returns to the first motif, which leads to the conclusion of the composition.

This deviates somewhat from the historical narrative, since Sacajawea does not remain with her people, but continues as guide to Lewis and Clark till their final return to the land of the Mandans.

Building Up Import Trade With the Orient

"But what is to fill the steamers coming this way from the Orient?" J. N. Hill, of the Great Northern Railway, looked gravely out of the car window at the sage brush and startled jackrabbits scurrying to their coverts and then turned an inquiring look upon his guest, a well-known importer of Oriental products, who was speeding to his home on the Pacific Coast as fast as Mr. Hill's heavy iron horse could carry him.

Night and day Mr. Hill had been puzzling over this riddle how he was to find homeward cargoes for the two

and New York. Secondly, business connections must be established with importers in Chicago—the central point for distributing to all parts of America—since the demand for Oriental products west of the Rocky Mountains is not large enough to half fill one line of steamships, whereas there are at present seven lines on the Pacific Coast clamoring for cargoes on the homeward trip."

The speaker had spent twelve years in trade with the Orient and knew whereof he spoke. Hitherto his operations had been conducted from Vancouver, British Co-

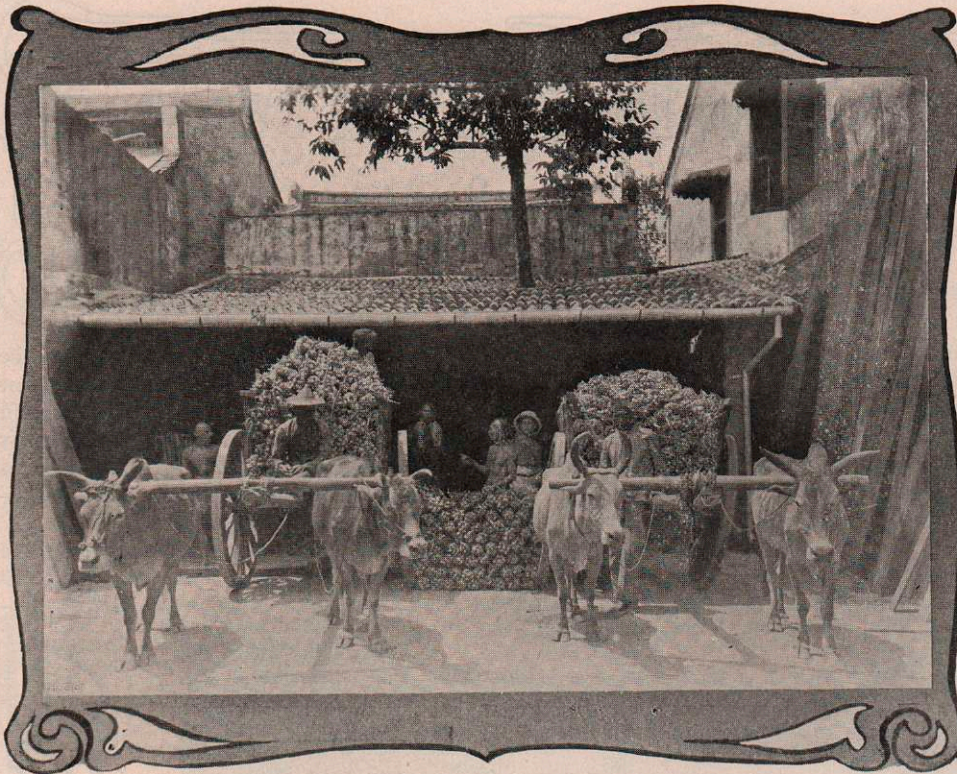


Manager's Office, Singapore Planting & Packing Co.—The stenographer is a half-breed Malay, and the man with the sarong is the ever-ready Malay servant or office boy. Notice on the pillar the New York stencil of the Oriental American Co., marked J. K. A.—O. A. L.—N. Y. This office was hand carved by natives and is very elaborate.

mammoth carriers, the Minneapolis and the Dakota, he had ordered for his steamship line running between Seattle and Japan. This, indeed, was the darkest side of the problem in all Pacific Coast trading with the Orient. Fairly good cargoes to the Far East but empty ships coming back; always sea water for ballast when headed for America; exports but no imports. How was a line of steamships to pay under such conditions?

The answer was prompt and decisive: "There is no question about the demand for Oriental products in America. But there are two points that must be met. First, a rate must be made that will enable the Pacific Coast to compete with the route by way of the Suez Canal

lumbia, and he was at the time this conversation occurred, May, 1900, just returning from a railroad conference at St. Paul, whither he had gone as the government representative for British Columbia. But his eyes were eagerly turned upon Portland, Oregon, as a highly favorable location for working up Oriental trade. He had studied the great commercial problems before the world from the viewpoint of the practical man of affairs bent upon converting his knowledge into dollars and cents for the company that he represented. He had been an observer of life on three continents, had explored the Arctic circle 1500 miles from a telegraph station, where dinner was obtained by shooting flying geese in so accurate and



Singapore Planting & Packing Co. Unloading Pineapples at the Factory.—These carts are similar to the old Red River carts, squeak about the same and are usually short of oil. The animals are water buffalo and the drivers are always Malays.

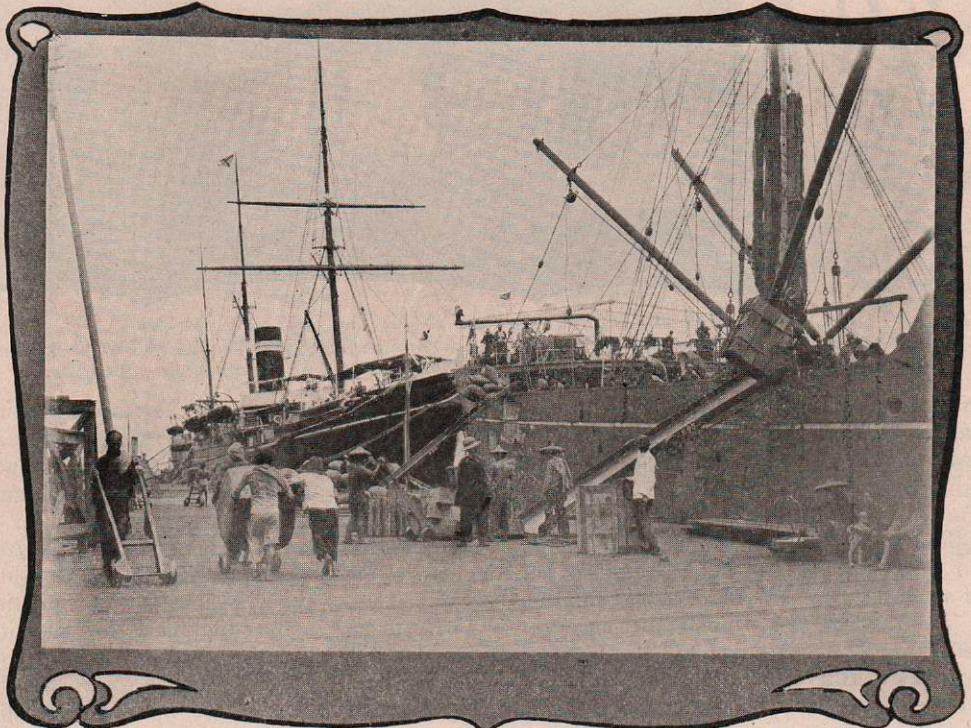
straight a line overhead that they fell on shipboard, to be speedily converted into pate de foies gras. He had eaten kangaroo meat, roasted yam and "moushna" on the equator with the natives of New Guinea, the home of the bird of paradise, and had opened new lines of trade between America and Singapore.

For the greater part of three days and nights, as their special train was whirled through Dakota, Montana, Idaho and Washington, the two men discussed the subjects of imports critically and exhaustively. Four years have elapsed since that careful canvassing of the question of transpacific commerce, and in that time the situation has developed some new phases. Mr. Hill's 30,000-ton carriers, then in their first stage of construction, are now finished and ready for the Pacific trade. A great war has entered the arena and put a disturbing hand upon commerce. But the problem, apart from these temporary disorders, is essentially the same now as then. The knotty point is how to fill the ships sailing from the Orient to America; how to maintain equable and profitable relations between exports and imports. Is sea water

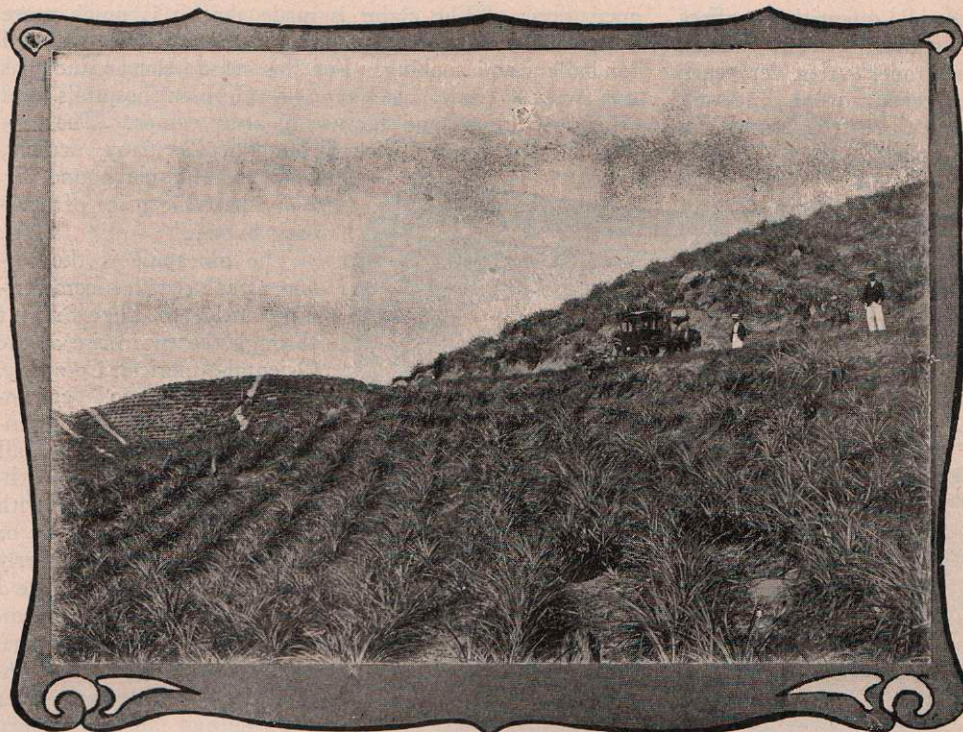
always to be used for ballast when the ships are headed this way?

A few months after this conversation, J. N. Hill's guest on the Great Northern took up his abode in Portland and here set himself the task of working out his plan to develop the import trade between America and the Far East. Thus the Oriental-American Company of Portland came into existence, with J. A. Yerex as secretary and general manager. Chicago was made the central distributing point, the J. K. Ormsby Company handling all business east of the Mississippi River, with branch offices established in Boston, New York, St. Louis, San Francisco, Los Angeles, etc. All the district west of the Mississippi River is controlled from the office here in Portland.

The first year was spent in visiting the land whose products were to be exploited—the Dutch East Indies. The second year some hard fighting was done before full control of the situation was obtained, a war in which mettle and the determination to succeed finally won. In the third year—which was the first of actual business—the results of all this well-directed, unremitting effort assumed substantial shape, and the returns gave a sudden jump from nothing to \$310,000 for the year. A perfect



Singapore Planting & Packing Co. Loading a Shipment of Pineapples for the Oriental American Co., Portland.



View in Pineapple Gardens—The carriage in the picture is a "Gharry," to which is hitched a Sumatra pony.

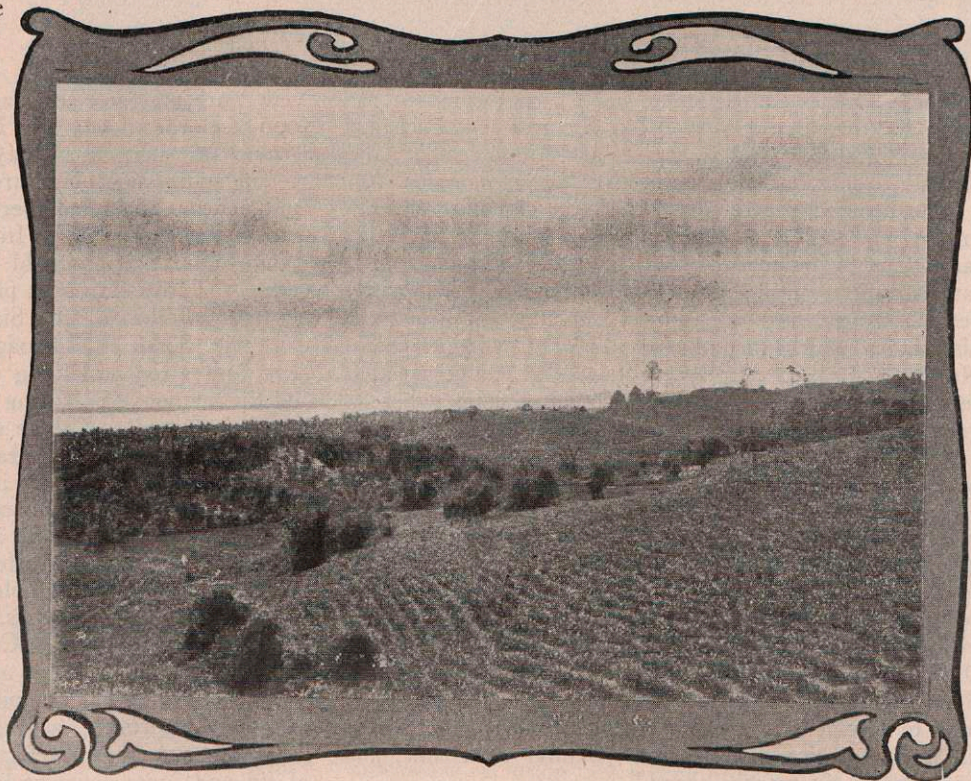
balance was at last established between exports and imports, the one equaling the other. Returning as well as outgoing ships had full cargoes. Thus in three years' time the most difficult part of the problem of transpacific commerce has been worked out to a triumphal finish here in Portland.

Today, in spite of the disturbing influence of a great war, the import trade of the Oriental-American Company amounts to half a million dollars a year, and is steadily increasing. The trade in certain articles of commerce, such as the Sultan brand of pineapples, is entirely controlled throughout America by this company, and it is by no means unusual for them to have 5000 cases of pineapples afloat at one time, this at \$5 a case amounting to \$25,000. The day on which this is written a telegram was handed Mr. Yerex from the Chicago Fig & Date Co., placing an order with him for two (2) cars of Nutlard, and this was no unusual occurrence. A heavy demand for Asiatic cement has suddenly sprung up within the past year, and there is every indication that the present cargoes of 800 tons of cement per month will be trebled before the season is ended. No better ballast could be found for ships than this. The rapid increase of these imports proves conclu-

sively that the demand for them is steadily growing. When it is remembered that all this business has sprung into existence from absolutely nothing a year and a half ago, the spirit of enterprise which is building up this great import trade will be appreciated.

The principal Oriental products that find a market in America are tea and matings, which have a close race for first place; silks—not of much account as cargo; tapioca and sago, the latter produced from the sago palm; cocoanut oil; cement; pineapples; silk floss (kapok); spices—very important as an article of commerce; coffee, imported to the United States from the Orient only in limited quantity, since we obtain most of our supply from Brazil; essential oil; musk, which comes in large supply, but does not count for much as regards bulk; gum copal, used for high grade varnish, and gum dammar, the principal ingredient in the manufacture of furniture polish—the two best articles known for their special purpose; India rubber for tires; gutta percha; mother-of-pearl for buttons, etc.

The Oriental-American Company began by importing all these articles, but gradually found it best to throw

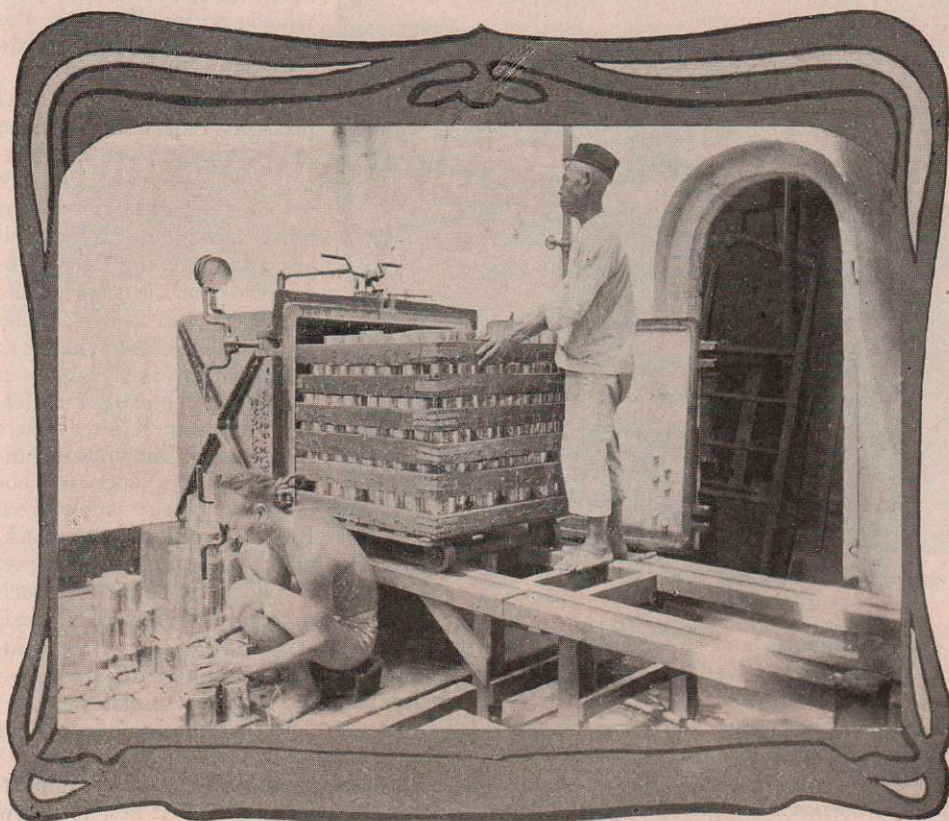


View in the Pineapple Gardens of the Singapore Planting & Packing Co, on the Island of Singapore, and about ten miles from the city of that name.—Straits of Malacca in the background. These gardens become exhausted after producing about four crops and are allowed to return to jungle for about twenty years, when they are again cleared and planted.

out what was consumed in small quantities—coffees, spices, teas, etc., which have so many importers that no one has any large control of the trade. At a very early stage this company seized upon certain weak lines and in three years time have developed these from nothing to an important place among the staples.

ance, says: "The claim is made that it is much more wholesome and easily digested than the ordinary fats used for baking and cooking. For this reason the product has met with considerable favor in German hospitals and other institutions and for use in army camps. The product is sold at one price throughout Germany, namely, about 16 cents per pound, or about half the price of ordinary butter."

The pineapple is the second article that has come triumphantly to the front through the enterprise of the Oriental-American Company. "Three years ago," continued Mr. Yerex, "five hundred cases a year covered all importations to the Northwest. We started here with only 100 cases in three or four months, but now nearly every city in the United States and Canada is consuming the Sultan brand of pineapples, a brand that is controlled by our company over the whole of North America. We are bringing them into New York, Portland, San Francisco, Puget Sound and British Columbia ports. While we ship directly to all of these ports, most of our importation comes to Portland. We are receiving hundreds of cases on almost every steamer that comes into this port, in addition to those that come by way of Puget Sound and San Francisco, and to



Taking Pineapples Out of the Steam Chests and Testing Each Can.

These articles in particular have been pushed to the front by the Oriental-American Company: Coconut oil, the Sultan brand of pineapples and Asano cement; and these are controlled by them exclusively in America.

The demand for the first of these, coconut oil, has grown very rapidly. When refined it is known as "Nutlard," and is designed to take the place of such animal fats as ordinary lard, butter and compounds, which easily become rancid and are subject to infection from the diseases to which the animals are predisposed, whereas Nutlard will keep pure indefinitely, a vegetable fat that comes from the tree tops of the coconut palm, where it grows far away from contaminating influences.

"We receive the raw oil and refine it ourselves," says Mr. Yerex. "We have bought the Singapore coconut oil refining plant and have moved it to Portland. It has just arrived here and will be erected within the next few months. This means that we will have to import 100 tons of raw oil a month to begin with, since there is no coconut oil in the United States, and we will probably have to increase this to 500 tons a month in the next three or four years. The raw oil is used for soap, and the refined for cooking and shortening. We sell Nutlard to biscuit and cracker companies and confectioners all over America, a cask (800 pounds) at a time, and have orders six months ahead."

The Scientific American, in a recently published article describing the manufacture of Nutlard in Germany, where it has become an economic food product of great import-

New York via the Suez Canal. We think nothing of a 1000-case order now where it was 100, and we often have as much as 5000 cases (\$25,000) afloat at one time.

"Singapore pineapples are known the world over as most delicious, in fact superior to all others, and when I was in the Dutch East Indies three years ago I made up my mind that I would learn the reason why. So I visited the only European pineapple factory in the Straits Settlements, that of the Singapore Planting & Packing Co. Mr. Scaife, the manager, drove me out to the gardens, and after explaining to me the nature of the soil and the methods of planting and cultivating the pineapple, I was convinced that there was good reason for the reputation earned by these pineapples.

"An important element in this success is the peculiar quality of the soil, which contains a large percentage of iron. The entire country surrounding Singapore is red with iron stain, and but a few feet under the surface may be found a kind of crumbled, decomposed iron which is used for making pavements. The capacity of the Singapore Planting & Packing Co. is at present 15,000 cans a day, and the equipment is most complete and modern.

"In preserving and shipping pineapples three things are of great importance, as explained by Mr. Scaife when showing me through the factory. These are, extra quality of tin and sugar must be used and the cases thoroughly seasoned. The exceptional acidity of the fruit renders these precautions absolutely necessary to prevent rust, breakages and souring. The strict observance of such

essentials by this company has given them a decided advantage over their Chinese competitors in foreign markets. In addition to the usual slices, lumps, cubes and whole fruit, this factory alone puts up a pineapple jam that possesses a very superior flavor and will keep indefinitely.

"Fresh fruit is received from the gardens almost daily during the packing season, and a pineapple is never preserved unless it has thoroughly ripened before picking. A ripe pineapple will always sink when placed in water, but if unripe will float.

"Steam is employed for cooking, thus insuring a uniformity not otherwise attainable. This method of cooking also enables one to detect any defect in the cans, which is shown by a spray immediately upon removing the cans from the steam chest."

The third article which the Oriental-American Company has introduced with remarkable success is Asano (Portland) cement, imported from Tokio, Japan, the Asano cement factory there being the pioneer which represents the history of the cement industry in Japan. This cement has been used there extensively in the construction of forts and docks since 1884, and during these 20 years has given universal satisfaction. It won a medal at the Paris Exposition in 1900.

Port Arthur is built of Asano cement and it may be mentioned as a curious fact showing the whimsicality of Dame Fortune in her dealings with the nations, that the Japanese are now laboring with might and main to pull down the Russian fortifications that they themselves helped to create only a few years ago. No better illustration of the irony of fate could be found.

Only 14 months ago the Oriental-American Company began their efforts to introduce Asano cement to Americans. It immediately sprang into great favor, was tested and approved by the City Engineer of Portland and F. C. Woolsey, the Inspector of Buildings at the U. S. Navy Yard, Puget Sound, who found that when 10 days old, upon being tested for compressive strength, it averaged 1945 pounds per square inch of surface, and continues to harden with age.

"As an article of commerce," says Mr. Yerex, "it has jumped from nothing 14 months ago to 4000 barrels (800 tons) a month, with very prospect of doubling or trebling this before the season is over."

Singapore is the great trading station from which the Oriental-American Company obtains its coconut oil, its pineapples—all its imports, in fact, except Asano cement. Commercially speaking, Singapore, the port of the Dutch East Indies, embraces an area about 6000 miles in circumference, lying between latitude 9 degrees north and 9 south of the equator. Within this area, known as the

Malay Peninsula and East India Archipelago, is produced everything indigenous to tropical climates in greater quantity and variety than in any like area in the world. These products differ entirely from those of North America, making it more natural for America to exchange commodities with Singapore than with any other port in Asia if not on the face of the globe, in the opinion of Mr. Yerex.

The interior of New Guinea, Borneo, Ceram, Celebes, Sumatra and other islands of less importance remains to a large extent unexplored. Primitive methods are in many instances employed, and the Sultan and Rajah still command the destinies of their respective tribes.

The large island of New Guinea is the most uncivilized portion of the earth, cannibalism still existing among the natives of the interior. Its three chief commercial products are sago, shells and the plumes of the bird of paradise. Macassar, the chief port of Celebes, does an immense business in mother-of-pearl. Banda, a little island not as large as one of our Oregon farms, produces most of the nutmegs and mace of the world, more, in fact, than all the rest of the world together. Another little dot of an island, Amboyna, one of the Moluccas or "Spice Islands," produces the finest cloves in the world.

In various parts of the Dutch East Indies the jurisdiction of the Netherlands is not recognized beyond a comparatively narrow fringe along the shores of the islands, and the Dutch are not hastening their researches into the almost impenetrable jungle. The Dutch government is almost universally commended for rigidly adhering to the



Labeling and Packing Pineapples for Shipment to Portland—Notice the cases are marked O. A. C.—P—meaning Oriental American Co., Portland.

missionary exclusion law, which prohibits the introduction of missionary work, leaving the natives to work out their own salvation. The prosecution of the work of civilization, therefore, is in the hands of traders.

Two Statues of Birdwoman

There is a certain fascination in studying different conceptions of the same subject by two sculptors who are widely separated by distance, temperament and the influences of environment, and this is particularly true when



Latest Sketch Model of Statue of Birdwoman for Lewis and Clark Fair, Miss Cooper's Conception.

the theme is so fresh and untried as that of Sacajawea, the Indian girl-wife and mother, who guided Lewis and Clark through several thousand miles of savage wilderness to the Pacific and back to the land of the Mandans. No portrait of her was ever made, no word-picture has

come down to us by means of which any individual peculiarities of face, figure or gesture could be traced out. The imagination therefore has free range and must work out the problem alone and unaided. Creative power is taxed to an unusual degree by the heavy demands laid upon it in the sculpturing of this statue.

An Eastern and a Western city have been the scene of the activities of the two sculptors, Miss Alice Cooper (Chicago) and Bruno Louis Zimm (New York), who have been working out their conceptions of Birdwoman for the Lewis and Clark Fair and the Louisiana Purchase Exposition.

Miss Cooper, herself a Western woman whose home is Denver, is embodying in her statue, intended for Portland, all the freedom, dramatic intensity and unconquerable courage of the West, Sacajawea standing with uplifted arm and ardent gaze pointing toward the distant sea. A disinterested observer who recently visited Miss Cooper's studio in the Fine Arts building, Chicago, says of the statue:

"This daughter of the wilderness, as the artist dreamed of her, was lithe and tall like a young palm tree. I had thought of the young slave-wife as meek. The artist had modeled a countenance transcendent in its uplifted look of leadership, the head thrown back and eyes full of daring. Moreover, it was the face of a woman young and beautiful. The short deerskin hunting skirt and fringed leather leggings gave to Sacajawea's limbs the classic freedom of ancient sculpture. A buffalo robe floated from shoulders to feet royally as a queen's ermine mantle.

"The one exquisite touch, however, that differentiates this statue from every other, is the chubby, round-eyed papoose that peeps over Sacajawea's shoulder from under the buffalo robe. Without this mark of humanity Sacajawea, with her superb fearlessness, would resemble an Indian Diana."

Bruno Zimm's conception, shown in his statue at St. Louis, on the contrary is of patience that endures to the end, heroism mingled with meekness, weariness that knows no rest. While less dramatic and impassioned in pose than Miss Cooper's, it is strictly in accord with the facts that have come down to us in the journals of Lewis and Clark. Mr. Zimm has been congratulated by Dr. Washington Matthews, the eminent ethnologist of Washington, D. C., on his scientific rendering of detail; also by Karl Bitter, director of sculpture at the St. Louis Fair, on the artistic execution of the work.

Born in New York 28 years ago, Bruno Zimm began the study of painting when a boy of 12 years, and a year later took up sculpture in the metropolitan art schools. During five years he studied with Karl Bitter and then spent a year under Augustus St. Gaudens, after which he began his independent efforts, making a statue of an angel for Trinity Church, New York, and several figures for the Hotel Waldorf-Astoria. Receiving a commission for two groups from the United States government in 1899, he made them in Paris, winning a prize on these at the Paris Exposition. On his return to New

York he made a portrait statue of General Sherman, an heroic group of Progress for a prominent building in New York, a large allegorical panel, a group representing Night and Day, a large hunting frieze, and a number of busts. His work for the St. Louis Exposition comprises the figure of a torch bearer, a 35-foot panel for the mining building, a statue of North Dakota, Sacajawea, and a large group of Neptune and horses.

Mr. Zimm, in answer to an inquiry, has kindly sent the following brief summary of his efforts to create the statue of Sacajawea:

"I was awarded the commission the latter part of April, 1903, on the completion of my statue of North Dakota, and immediately began to set myself in closest touch with my subject by a careful perusal of all the literature which would throw any light on it. I communicated with the agent of the Shoshone reservation for information as to the whereabouts of any Shoshone girl who would be a good type for my statue, and learned that Virginia Grant, staying in the winter home of Mrs. Webb, Unionville, Pennsylvania, was an unusually good type. I made numerous trips to see and sketch her, and it is her head which I have used in depicting Sacajawea.

"In searching for the proper subject for the head of the child, I happened on a Sioux band who were giving Wild West shows in the East. Among them was William Sitting Bull, the son of the famous chief, with his squaw and papoose. The child was a very fine model and I made a clay bust of him in his father's tepee while his mother danced him on her knee and a crowd of gaping Indians watched me. After obtaining the studies for the heads, I began my search for a proper costume, buffalo robe and hair arrangement, and for this purpose I either saw or communicated with Dr. Washington Matthews, Dr. Boas, Mr. Pepper, Prof. Mason, Rev. Mr. Hall, Rev. Mr. Roberts, Prof. Holmes and Mr. Mooney, the representatives of the Bureau of Ethnology and Smithsonian Institution, Washington, D. C., the American Museum, New York, and the Shoshone and Sioux reservations. The advice of these gentlemen was supplemented by a careful study of Catlin's illustrations and those of Bodmer, with Maximilian's Travels in the Interior. The material well assimilated, I began my conception. I first made five small sketches about 12 inches high of different renderings and submitted these to the inspection of Mr. Karl Bitter, the director of sculpture for the St. Louis Fair. He chose the one which I also believed best expressed the history and character of the subject. I subsequently began my scale model, which is three feet two inches high, the large statue being 10 feet.

"In forming my conception, I tried to avoid the old hackneyed pose, with the hand shading the eyes, an attitude which has been used on every occasion of Indian depicture, and which, whatever its artistic beauty, is certainly very commonplace. My statue is supposed to exhibit Sacajawea as she may have appeared when crossing the Rockies, a weary, searching expression on her face and in her eye, looking out towards the West for the large water, the habitat of the whale which subsequently so excited her curiosity. The dress, for the reason of her long captivity by the Minnetarees, is of that tribe. The method of carrying the infant, however, is a Shoshone custom, the Minnetarees belting the robe around the waist and securing it across the chest with rawhide thongs. I have assumed that, though Sacajawea may have carried her child in the Minnetaree fashion up to the Rockies, she

would most probably again adopt her own people's custom when amongst them, as a token of her joy in being with them again, as set forth in Lewis and Clark's journal."

Thus it will be seen that realism is the keynote to Mr. Zimm's conception of Sacajawea. Every detail is painstaking, exact, true to the most petty detail of those hard



Statue of Birdswoman Made for St. Louis Fair by Bruno Zimm.
and toilsome days of travel over the Rockies.

Miss Cooper, on the contrary, has idealized her theme, lifting her heroine above the plane of the commonplace into a loftier and nobler realm, transforming her into the very spirit of the West, keen of vision, dauntless of heart, pressing onward with rapt purpose and unrelenting zeal to the goal.

Lumbering on Larch Mountain

For daring originality and dauntless determination to conquer every obstacle that Nature has cast in the way of man, there is perhaps no more inspiring story than that of the Bridal Veil Lumbering Company. It is not often that men are called upon to fight such Titanic forces as have been encountered here. Rarer still is it to win the victory against such overwhelming odds. The peculiar difficulties that had to be met developed inventive talent of a high order. As a result a mountain railroad quite different in its operation from any other in the world was evolved and has been in successful use for some years.

The beginning of this remarkable enterprise dates back to the year 1887, when L. C. Palmer, a keen-visioned mill owner of the Columbia River, selected Larch Mountain as the scene of his operations. This is a massive, long-crested mountain furrowed with deep canyons whose precipitous sides are clothed with magnificent forests that had long been the envy and despair of every lumberman in the Northwest. Crowned with bold rocks, its wild, overhanging precipices supporting flower-sprinkled meadows and mountain parks of great beauty, Larch Mountain rises to an altitude of 4000 feet above the river and is some twenty-eight miles east of Portland. High upon the mountain a foaming stream dashes over a perpendicular side of the cliff in the series of sparkling waterfalls known as Bridal Veil. Colossal pillars of rock, detached from the main mountain, extend out into the surging flood of the Columbia, the river at this point being a vast, misty sheet of water two miles wide. It is a scene unmatched for splendor and glamorous beauty.

But the lumbermen all shook their heads as their river barges swept past Larch Mountain and their eyes scanned its stately forests of yellow or Douglas fir, larch (a misnomer for "Noble Fir"), and hemlock. Many of these trees towered upward straight as an arrow for close on to 350 feet, at least 180 feet of clean trunk from the ground to the first limb. How were these splendid giants to be brought out from those wild and rugged canyons and inaccessible precipices? It was not possible to overcome all the difficulties Nature had placed in the path of man.

Mr. Palmer, however, after carefully studying the situation, inspired other capitalists with his own faith, and in 1889 a company was organized for the purpose of turning these vast forests into lumber. There has been no change in the officers of the company since it came into existence fifteen years ago. All are practical lumbermen. L. C. Palmer is president, J. S. Bradley, treasurer and general manager, and J. M. Leiter, secretary—men of high principle and business integrity, known far and wide for their fair and honorable dealing, fearless enterprise and sound commercial instincts. Mr. Palmer lives in the little village that has been built far up the canyon for the employes at the mill. Mr. Leiter and Mr. Bradley both have homes in Portland, but the latter has also built himself a home on the summit of the cliff, one of the foothills of the Cascade Range, where a natural park, unequalled for

grandeur and captivating charm, stretches out in level expanse over the waters of the Columbia. The botanist finds this cliff a paradise for the study of rare forms of flower life, for nearly every plant belonging to the flora of this state grows in this wild and beautiful spot.

The Bridal Veil Lumbering Company owns about 6000 acres on Larch Mountain, and has a mill capacity that turns out 75,000 feet of lumber in ten hours. The busy saw mill is hidden away several miles back in these inaccessible mountain fastnesses, the lumber being conveyed to the railroad station (where the yards, planing mill and dry kilns are situated) by means of a flume four miles long. This was an innovation, but Mr. Palmer saw that "the saw mill, like Mahomet, must go to the mountain," and his fertile brain worked out the problem as best suited the topographical puzzle he had to deal with.

In those mountain solitudes where sunlight seldom penetrates into the sombre forest, the logging crew may be found at work, felling the trees, cutting them into logs of convenient length, and barking them, after which they are "yarded out" to some central point where they can be made into trains and hauled away over the skid roads till the logging railroad is reached. At first a team of fourteen to sixteen oxen under the control of a "bull-puncher" was used for this purpose. This has been superseded by the donkey engine and the "bull-donkey," a still more powerful machine, by means of which the company is able to haul 100,000 feet of logs a day at minimum expense. The chute down which the logs formerly shot over a 1000-foot precipice into the pond below with the boom of a cannon ball and a splash of water forty feet high, is now done away with, since there is no longer any need for it.

The marvelous little railroad, starting from the logging camps far up the mountain side, winds in dizzy fashion down the mountain along tortuous canyons, over perilous gorges, turning and twisting in horseshoe curves, descending by the stiff grade of 600 feet in eight miles to the saw mill, its terminus. The company owns a thirty-ton and also an eighteen ton locomotive, both of Baldwin make. So steep is the grade of necessity in some parts of the road that Mr. Palmer found that a train of cars loaded with logs, when headed for the saw mill, far down the mountain side, was likely to run away with the engine. He had to put on his thinking cap therefore to solve this difficulty, and as a result he invented a mode of transportation unlike any other that had ever been known in any part of the world.

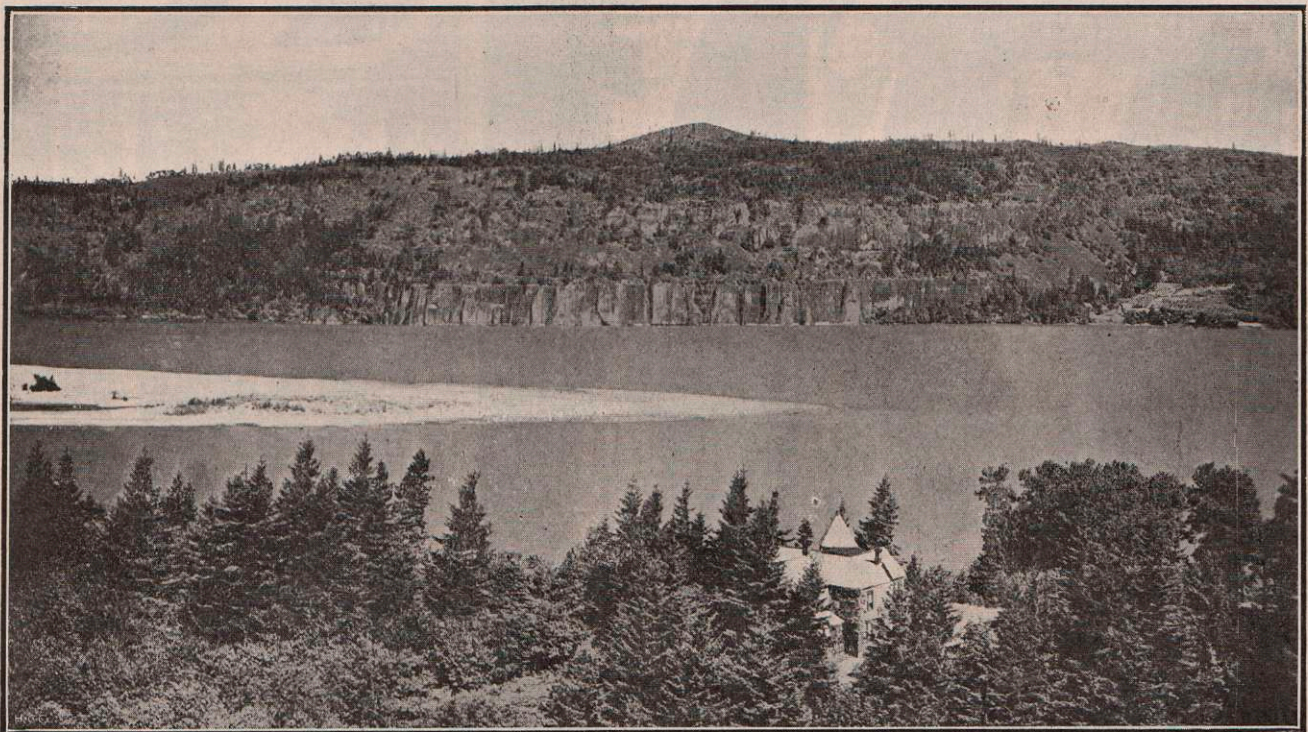
Throwing aside the cars as useless if not dangerous impedimenta, he applied in his own original fashion the principle of the skid road familiar to every logger. Vertical grained boards running parallel with the rails were placed on the railroad ties. The surface of these boards was greased, and from 15,000 to 20,000 feet of logs were laid upon the greased surface, the logs being hitched end to end by "dogs"—heavy iron hooks driven into the wood.

This constitutes a load for the engine, and the long, snake-like train of logs is pulled down the mountain without cars. Skillful engineering is required to keep the heavy logs from running away with the engine, but the rails act as a guard, preventing the logs from being dashed off the track while making a sharp curve around some bottomless abyss. For several years this method was used exclusively and cars were thus dispensed with as a superfluity. As a labor saving device the advantage of this method is beyond calculation, since it does away with all handling of the monstrous logs in loading and unloading cars. Thus expense is reduced to a minimum and the greatest possible economy of time and labor is attained as the railroad was extended farther out into the timber and the grade became lessened it was found advantageous to add to the equipment two trains of logging cars, fitted with both air and hand brakes for safety, so that at present both methods of hauling the logs are used, and it is not unusual to see a "combination train" of from

matic conveyors, while the surplus sawdust and refuse wood are carried by an automatic conveyer to the refuse burner.

It is a fascinating sight to see a huge newly-sawn timber from forty to sixty feet long slide from the end of the mill into the flume and start on its swift four-mile journey over cliffs and chasms down to the station. Clouds of spray are thrown high into the air as it flashes onward making a descent of 1800 feet in the four miles. The water keeps it from gaining a momentum which would carry it out of the flume in its zigzag course downward.

This headlong transit occupies only twelve minutes, the average rate of speed being a mile in three minutes, while on some of the steeper declivities this is accelerated to a mile a minute. One would suppose that the flume would be torn to pieces, or that the giant timber would be marred by striking heavily against the sides of the flume, but the stream of water prevents this, and there is really little or no contact between the timber and the flume.



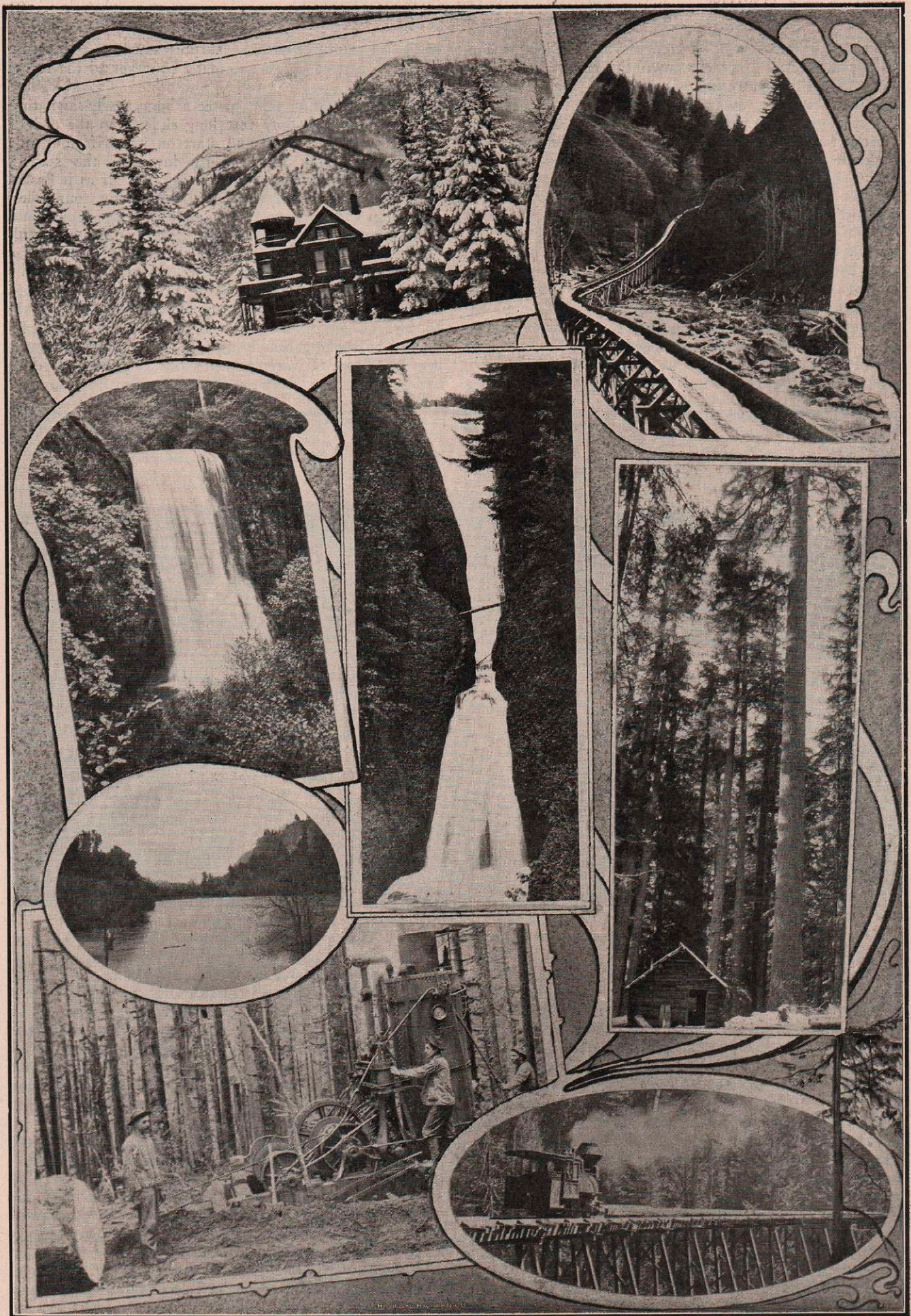
Cape Horn Seen Across the Columbia, Over Two Miles Away, the Cliff Home of J. S. Bradley in the Foreground.

five to ten heavily loaded cars sliding down the grade, coupled together ahead of the locomotive, while a long train of logs is snaked along on the ties in the rear, the engine simply acting as a sort of "governor" to regulate the speed of the entire train. When the mill is reached, the logs are rolled off into a storage pond which has a capacity of 4,000,000 feet, and there they await their turn at the saws.

All the mechanical contrivances that modern science has invented for turning trees into lumber may here be studied, so perfect is the equipment of this mill. Steam-feed, power set works, automatic transfers, a Clark band mill carrying a fourteen-inch band saw fifty-three feet long, a Wickes gang of twenty-four saws, a Campbell gang edger, slasher and gang trimmer—these are some of the leading features of the mill's equipment. Two engines, each of 200 horse power, run the entire mill. Near by are the six boilers, set in three batteries of two each, and fed by auto-

Arriving on the yard platform the "flume gang" take charge of it, and it is sent to the planing mill, which is equipped with four planers and the latest improved Smith Machine Company's re-saw and jointer for making half-inch bevel siding. Thence it goes to the dry kiln which has a capacity of 75,000 feet of lumber. After the hot air has done its work the lumber is stored away in huge sheds, from which it can be conveniently loaded on the cars of the O. R. & N. Co.

The Bridal Veil Lumbering Company, owing to the unusually valuable body of larch (Noble Fir) that it commands, makes a specialty of fine-grained lumber particularly suitable for door or finishing stock; also half-inch bevel siding which has a high repute with the Eastern trade. A notable array of prizes received in competition with all the nations of the earth, testify to the prestige this company enjoys. Among these may be mentioned a gold medal from the Omaha Exposition for a plank of



Noble Fir three inches thick, forty-four inches wide and sixteen feet long; a gold medal from the Charleston (S. C.) Exposition, and a bronze medal from the Pan-American Fair (Buffalo), all of which were for planks of Noble Fir.

When the Eastern Retail Lumbermen visited the Pacific Coast in a body a few years ago, the day spent with the Bridal Veil Lumbering Company was generally regarded by them as the most interesting and remarkable day of their excursion. Although they examined many of the great lumber plants scattered along the Pacific Coast, the ingenuity and fertility of resource shown by the Bridal Veil Company in the face of such overwhelming odds, won their admiration quite as much as the magnificent forests they own and the exceptional value of the dressed lumber they produce.

One awful night, September 11, 1902, a hurricane of fire swept the saw mill out of existence, together with two miles of the logging railroad, all the trestle work, part of the flume, and every house in the little village of Palmer, where the mill employes had their homes. In one short hour over \$100,000 worth of property belonging to the Bridal Veil Company was destroyed. The fury of this cyclone of fire that swept over Oregon and Washington in those parched September days has already become a part of history. The Bridal Veil loggers and mill

Home of J. S. Bradley on Summit of Cliff Overlooking the Columbia River at Bridal Veil.

Flume Four Miles Long With Descent of 1800 Feet, a Log Making the Journey in Twelve Minutes.

Upper Bridal Veil Falls.

Lower Bridal Veil Falls, 150 Feet in Height.

"Trees that tower up straight as an arrow for 350 feet, at least 180 feet of clean trunk from the ground to the first limb."

A Bayou of the Columbia.

Donkey Engine Yarding Logs.

Hauling Logs Without Cars—An Innovation in Railroading.

men made a brave fight, but finally, surrounded on all sides by fire, were able to save themselves only by plunging desperately through a great wall of flame, two lives being lost. Some spent the night in the mill pond, up to the neck in water, or clinging to the floating logs, and even then were blistered by the terrific heat on shore. There were many acts of heroism that night that will probably never be told. Brooks and Everhart, the engineers, at the risk of their lives, saved the two logging engines by running them across a burning trestle, the heat blistering their faces and hands.

Undaunted by this disaster, the company, finding that the vast body of their timber was uninjured, immediately set to work rebuilding and improving their plant, enlarging their mill capacity, and making new homes for their employes. Today, twenty months afterward, they have nearly recovered from their loss, and are enjoying the greatest prosperity.

Coos County Coal Fields

The newly discovered coal areas in the Coos Bay field (Oregon) by Mr. J. H. Timon, of Timon, Oregon, are attracting much attention. In the May Bulletin of the

University of Oregon on the mineral resources of this state, Prof. O. F. Stafford says:

"It is the opinion of Mr. Timon that the deposit found by him is the largest and best strike made upon the Coast up to the present time. Eleven veins, varying from thirty (30) inches to nine (9) feet in width, are so located that a 500-foot adit will cut them all. The quality of the coal is said to be superior to that found elsewhere in the region." The area discovered by Mr. Timon is about twenty miles long and of unknown width.

Previous to this discovery a study of the Coos Bay coal deposits had been made by J. S. Diller, of the United States Geological Survey, who reported the field in the vicinity of Marshfield, at the head of Coos Bay, as covering 150 square miles.

"The coal is lignite of good quality," says Prof. Stafford, "and non-coking as a rule. . . . The coal beds occur in well defined 'basins,' some of which are at an elevation of as much as 200 feet above sea level, with consequent advantages in the way of accessibility, drainage and gravity delivery to tide level. Others are below sea level, and mining is as a result more expensive. In the different basins the thickness of the coal bearing strata varies, there being but a single bed in the Newport basin, while at other places as many as six beds, aggregating thirty feet in thickness, are distributed over a vertical distance of 600 feet.

"Mining has been in progress in this district since 1855, the product being shipped by schooners to San Francisco. An average production of 50,000 tons—which is considerably less than the present output—was long maintained. The district is reached by steamer from Portland or San Francisco, or by stage leaving the Southern Pacific Railroad at Drain or Roseburg."

American Apples in Germany

Now it is the invasion of the American apple that is the chief feature of the American peril in Germany. Recent consular reports aver that there is not a fruit store or hardly a market fruit stand or retail grocery store in Berlin or its suburbs that doesn't display as a prime attraction one or more barrels of Baldwins, Pippins or other standard varieties, surmounted by a placard bearing the words, "Echte Amerikaner." Not only this, but wagons piled with the same attractive merchandise patrol the outlying streets and peddle the American fruit at the uncommonly low price of 20 pfennings (5 cents) per pound.

As ordinary domestic cooking apples are retailed at from 6 to 7 cents, the victory of the American apple has been complete. The trade has grown so large that in one cargo the steamship Main brought 22,929 barrels and 1540 boxes of American apples to Bremen.

The German agrarian press is moved by the Yankee apple invasion to demand an increased duty to protect the farmers of the fatherland from this fatal competition.

In this apple invasion, as in other things, success is simply the result of American methods. The apples of Germany are poor, being tough in fibre and with indifferent flavor, and the horticulturists of that country have been negligent and have permitted their orchards to degenerate.

Doubtless, however, in due time, a high tariff will be imposed in Germany against American apples and the German consumer will have to pay higher prices or put up with the inferior German product.—*Opportunity.*

Baker County, Oregon

Planted in the heart of one of the richest mining regions of the world, Baker County, in Eastern Oregon, holds untold wealth of gold and silver locked in its mountain treasure vaults. This, the Blue Mountain region, is the most thoroughly developed mineral section of the state, yet the magnitude of its resources are only half guessed as yet; valuable veins are continually being found which are waiting for the solution of the perplexing problem of transportation before they can be profitably worked. Certain mines such as the Virtue, eight miles east of Baker City, have won a world-wide reputation for furnishing the richest and most beautiful specimens of ore ever found on the globe. The Virtue has produced several million dollars, yet is by no means exhausted. Only a few weeks ago a little batch of ore that contained \$40,000 worth of gold was taken from it; one chunk weighing 90 pounds gave mint returns of \$14,000. The mineral wealth of Baker County, indeed, seems to be inexhaustible. No fewer than 35 mineral districts, surcharged with incalculable riches, contribute to the prosperity of Baker City, the metropolis of Eastern Oregon.

The vigorous growth and enterprise of this representative mining city of the West may be guessed by the following incident: During the present year of 1904, while a little folder of information concerning Baker County was being prepared by the well-known mining expert, Frederick Mellis, and endorsed by the Mayors of Baker City and Sumpter, the progressive policy of the people of Baker City toward improving their city made it necessary to add the following remarkable footnote, which, modestly couched in parenthesis, speaks for itself:

"(Since going to press the construction of an Elks' hall, to cost \$35,000, has been commenced; material for an electric street railway system has been ordered; bonds for a new City Hall, to cost \$46,000, and for a \$50,000 sewerage system have been voted; street machinery, costing \$10,000, has been purchased for the purpose of macadamizing streets, and an appropriation for a government building site has been obtained from Congress)."

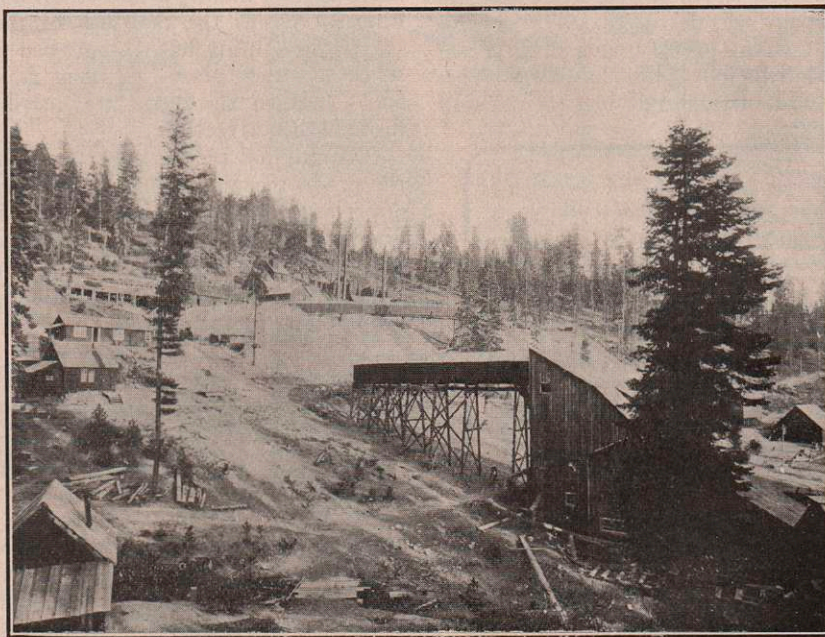
When it is remembered that Baker City has a population of about 10,000 people, the civic activity that brought about the foregoing results in the short time that this little folder was in press will be appreciated. Baker City has sampling works, where ores or concentrates are purchased or shipped; two national banks, carrying deposits of \$1,500,000; a transcontinental railroad system, for it is on the direct line of the O. R. & N., and one of the handsomest and best equipped hotels in the West.

As the trading point for a radius of 75 miles, Baker City controls a large extent of territory that is wonder-

fully fertile and productive. Between the snow-capped Blue Mountains to the west and the Eagle Range to the east, lie four beautiful valleys — Powder River, Pine, Sumpter and Eagle Valley. These are destined to produce enormous yields of peaches, pears, apricots, cherries and other small fruits. The finest apples in the United States are grown in Baker County, and the highest premium was awarded them at the World's Fair, Chicago.

Owing to the very diversified climate and great differences in elevation of this mountainous little county, the agricultural possibilities are almost unlimited. The cereals yield abundantly, oats and barley producing from 50 to 80 bushels per acre, wheat from 40 to 50, while rye is raised without irrigation. An immense tract of sage brush land adjoining Baker City has just been purchased by the Eastern Oregon Improvement Company, with headquarters at Buffalo, N. Y., and Baker City, for the purpose of irrigating it by conserving the vast annual overflow of the Powder River. This is the only thing needed to make this land highly productive. Crop failures are unknown, and the saying that "Every industrious farmer becomes rich and independent in Baker County" is becoming an axiom.

Since for nine months in the year cattle men and sheep raisers can use government land for grazing purposes without the cost of a cent, it will be readily seen that large fortunes are to be made in this way. Other conditions are also in their favor, since the average quan-



Quartz Mills in Baker County.

tity of hay required to feed cattle through the winter is only one ton a head, whereas in the states further east it is four tons a head.

About four miles northeast of Baker City are new and very valuable granite quarries, the quality of the granite being in every respect equal to the famous "Barre" granite of Vermont, which is held to be unequalled.

But by far the most marvelous feature of Baker County has been left to the last. This is the extraordinary growth of Sumpter, a mining camp surrounded by a rich mineral zone that is rapidly making millionaires out of its citizens. Here is the Cracker Creek district, with its record-breaking North Pole mine yielding \$850,000 annually. "In 1895 Alexander Boring bought this mine from Tommy McEwen for \$10,000," says Fred R. Mellis, the mining expert, "and last year he dug out of it almost \$1,000,000 worth of gold. The mine today is said to be worth \$10,000,000."

In 1898 the population of Sumpter was less than 300; today it is 3500. The business of the two banks has increased 300 per cent during the past four years. "An event of great significance in this district has been the completion of the Sumpter smelter," says Prof. O. F. Stafford in the May Bulletin issued by the University of Oregon on the mineral resources of this state. "This enterprise was launched in the fall of 1902 and made its initial run in the last days of December, 1903. The furnace in this plant is a 38x140 Allis-Chalmers water-jacketed matting furnace, with hot blast stove and dust flue chambers. An excellent sampling installation, together with briquetting machinery, steam power plant, electric lighting apparatus, storage bins, assay laboratories, administration buildings, etc., constitute adjunctive features. Dr. Edward W. Mueller is manager." The smelter, with 100 tons daily capacity, will give an impetus to mining enterprises in that district.

Sumpter has direct telephone connections with all its surrounding mining camps and with all the Pacific states, a \$60,000 modern brick hotel, a public library, graded schools, most of the prominent secret societies, and a tributary payroll of \$2,000,000 paid to mine employees.

Located on the main line of the O. R. & N., in the heart of the richest farming section of Baker County and about 10 miles north of Baker City, is the little, thriving town of Haines.

While the population of Haines is at present only about 300, yet the town is rapidly growing, new business enterprises are being established, and a general air of prosperity is apparent.

The town is surrounded by thousands of acres of fertile land, from which abundant crops are harvested annually. All kinds of fruit can be grown successfully, although very little effort has thus far been made in this industry.

Haines is the supply point for the Rock Creek mining district, which comprises such mines as the Chloride, Maxwell, Highland and other first-class properties.

The business portion of Haines consists of two general stores, which carry nearly everything required in the home or on the farm; one confectionery and cigar store, a furniture store, butcher shop, two hotels, two saloons, a lodging house, two blacksmith shops, a barber shop, paint shop, planing mill and lumber yard, real estate company and a physician. The town has a weekly newspaper, the Haines Record, which is also equipped with a job printing plant. Arrangements are being made for the erection of a two-story brick bank building in the near future. A drug store will also be established in a short time. Contracts are being made for the construction of a large sanatorium at Cole's hot springs, located about a mile from Haines.

Haines has been incorporated for the past two years, and the affairs of the town are looked after by a set of competent officials. The Mayor, Hon. Davis Wilcox, is a pioneer merchant of the town and is a prominent citizen of the county. J. C. Browning is Recorder; W. J. Welch, Treasurer; A. Barker, Marshal, and the Council consists of J. H. Hammond, W. L. Toney, J. H. Ingram, Henry Perry, J. A. Toney and G. E. Sangestead.

The future prospects for Haines were never brighter, and it will not be many years before the town will be classed among



The North Pole Mine's production in 1903 is estimated at \$850,000.

the progressive cities of Eastern Oregon.

James O. Maxwell is among the leading citizens of Baker County. Mr. Maxwell was born near Rocheport, Boone County, Missouri, on November 24, 1853, his parents being Wallace and Annie Maxwell. He remained in his native state until he was nearly 22 years of age, when he emigrated to California and worked at different things for about four years. He then moved to Baker County, where he purchased 320 acres of farming land four miles northwest of the thriving town of Haines and immediately began the task of improving and cultivating his land. By industrious endeavor he was enabled to add to his original realty holdings from time to time, until he is now the owner of 800 acres. His farm is among the best improved in the county and is stocked with about

200 head of graded Shorthorn cattle, 30 of which are dairy cows. He has also many other domestic animals, as well as a fine orchard and beautiful home surroundings. Besides being actively engaged in farming he has a large interest in the Haines Mercantile Company and is president of that concern. Mr. Maxwell was married to Miss Nancy Hand on January 23, 1887, and to their union have been born seven children.

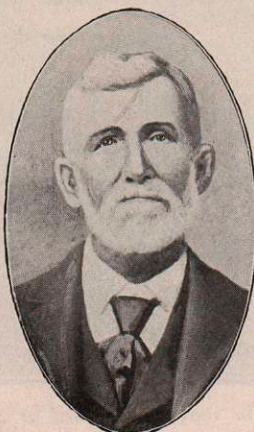
Mr. Maxwell is one of the leading members of the Baptist Church at Haines, and is highly esteemed by his fellowmen and enjoys the confidence and respect of the entire community.



JAMES O. MAXWELL.

How intensely interesting are the accounts of the adventures of the early pioneers in this region, and doubly so does it become when one is favored by being permitted to receive it from the lips of the frontiersmen themselves. These worthy figures are fast passing away, and in the person of Mr. Benjamin Brown we have the last surviving member of the band of 10 that first broke sod and settled in Union County, braving the dangers from savages and enduring the hardships and deprivations incident to the rugged life of the pioneer, thus opening the way for others to reap the benefits of this rich land. England, whence came so many of the thrifty and leading citizens of this country, is the native land of our subject, his birth occurring in 1831 in Yorkshire.

When but a lad of 7 years, he was left an orphan, and from that time until the present he has met the battles of life with pluck, perseverance and a sagacity that have enabled him to surmount all obstacles and win success and the smiles of Dame Fortune even in her most elusive moods. For a brief period after the death of his parents he lived with Mr. Carlin, and when 14 years of age encountered the battle alone. In 1857 he came to the United States and engaged in labor at Constantine, St. Joe County, Michigan, and in March, 1858, he came via New York and the isthmus to California, mining there at Indian Creek, Siskiyou County, for a time, and then repairing to the Fraser River district, where he also followed mining for a time, and then went down the river and Puget Sound in a small boat, stopping near Steilacoom, where he worked for a minister named Morrison, who afterwards located in Grand Ronde Valley, remaining in his employ until the following year, when he returned to Michigan for his wife and crossed the plains in 1860 by ox teams to Umatilla County. For one year he freighted and his wife operated a boarding house at the Umatilla reservation, and then in company with nine others, in the year of 1861, he came to what is now Union County, settling at what was then known as Old Fort,



BENJAMIN BROWN.

about six miles north of La Grande, where he took a claim, but at the time of the gold excitement in Auburn he moved to the site of La Grande and erected a house for himself, the first individual house built in the county. There he ran a hotel for some time and then turned his attention to buying and selling hay and farming, and was also prominently engaged in stock raising, handling cattle and horses. At the present time he has 910 acres, which are rented. In political matters Mr. Brown is prominent, and in 1898 he was elected on the Republican ticket to the office of County Assessor. In 1852, in England, Mr. Brown married Miss Frances Kirk, a native of Yorkshire, England, and to them have been born the following children: Esther, Ada, Alma, Fanny and Carrie.

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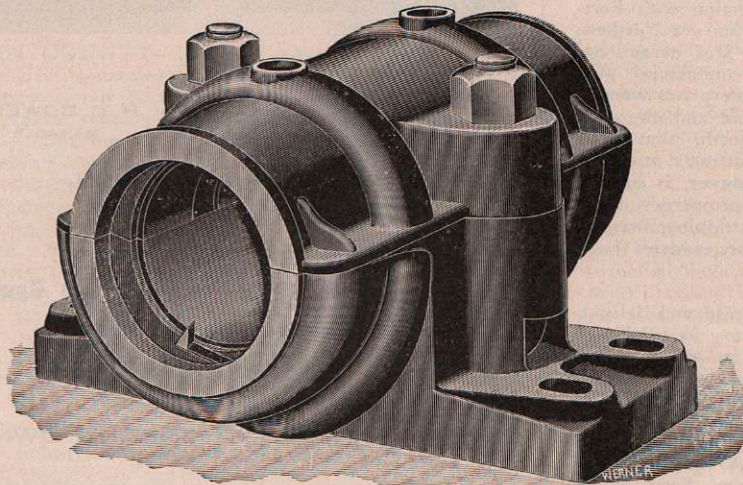
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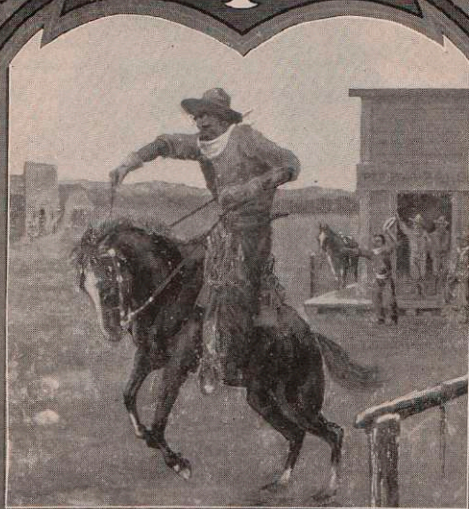


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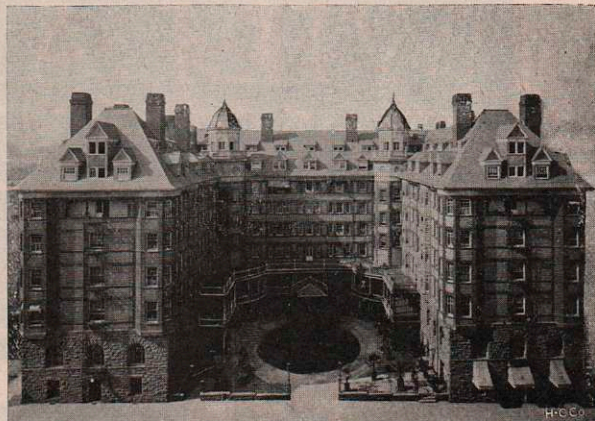
LEWIS COUNTY calls attention to its mild and delightful summer season; its immense timber resources; its brick and pottery clays; its farm lands, at low prices; its adaptation to diversified farming, hops, dairying, poultry and stock-raising; its excellent country and city schools; its ample mail and telephone facilities. **CHEHALIS**, the county seat, midway between Seattle and Portland, on N. P. Ry., with branch to Willapa Harbor, is the center for bulk of Lewis County trade. A fully equipped modern city of 3,000 population, planked streets, finest hotels, solid stores and store buildings, banks and shingle mills, furniture, sash and door, woodworking and condensed milk factories, etc. Citizens will welcome and assist any enterprising new-comer. Winlock, 14 miles from county seat, 77 miles from Portland, on Olequa Creek and N. P. Ry., has population of 1,000 and pay-roll of \$10,000 per month; a sawmill town, ship knee and spar manufactory, schools, churches, express, telephone and paper. Near by are abundance of good timber, farm lands, coal and potters' clay; distributing point for large district. Centralia has the most manufacturing interests of any town in Southwest Washington. Has immense lumbering interests. A good modern town, population 2,000; surrounded by timber country with much good farm and fruit lands in valleys. Branch railroad to Gray's Harbor points. Is 85 miles from Tacoma, on N. P. Ry. Address inquiries to W. H. Kenoyer, Chehalis, Wash.

KELSO, on N. P. Ry. and Cowlitz River. Population 1,000; has five sawmills and second largest shingle mill in state; four churches, school, bank, weekly newspaper, etc. Surrounding land is very fertile. Fine dairy country.

CASTLE ROCK, on N. P. Ry. and Cowlitz River. Has two sawmills, three churches, bank and weekly paper. Town lighted with electricity. Land about is a rich black loam. Inducements offered for location of industries.

BUCKLEY, on N. P. Ry., 30 miles from Tacoma. Population 1,500; saw and shingle mills; bank, weekly paper, good stores, good high school, five churches; electric lights, city water; pay roll \$10,000; good farm lands, soil very fertile and hop raising extensive; rural district prosperous. Homeseekers will please address Board of Trade.

PUYALLUP—Metropolis of the great Puyallup Valley, on main line Northern Pacific, eight miles from Tacoma and twenty-eight from Seattle. Population of city, 3,800; of valley, 20,000. Chief produce, lumber, boxes, hops, berries, fruits, garden produce, dairying and general farm products. Soil marvelously fertile, yielding profits from \$250 to \$500 per acre in berries and hops. Splendid educational advantages. All modern improvements. Hourly electric car service with Tacoma. Climate perfect. An ideal location. Steady and growing market for all products at top prices. The Puyallup Valley most famous in the West for its unrivalled resources. Homeseekers welcomed. Board of Trade will send literature.



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NEWBERG, Yamhill County, an enterprising town of 1500 population; Yamhill Division of S. P. Ry., 26 miles from Portland, on the Willamette River, midway between Portland and Salem. In the center of fine fruit, hop, dairy and agricultural district; good Public School and Pacific College; seven churches; no saloons; two papers, two banks, express office, three rural deliveries, electric lights, superior water system, good stores, ice and cold storage plant; furniture, handle, pressed brick, common brick, tile and sash and door factories; two flour mills, sawmill, logging company, with monthly pay roll of \$10,000; lumber yards with all building materials; creamery, steam laundry, fruit dryers and packing establishments; grain elevator and two warehouses. For reliable information, address Morris & Smith.

LINN COUNTY—Heart of valley; prairie lands, foothills, timbered mountains; fertile soil; Willamette River, navigable, bounds county on west, receives Calapooia, Santiam rivers and two creeks; water power in every part of county; 200 miles of railway cross the county twice in each direction, connecting the mountains and the sea; a settled community of 60 years' growth, with graded schools and colleges; climate controlled by warm Japanese current and protected by two mountain ranges; stock, grain, grasses, vegetables and fruit in perfection and abundance. **ALBANY**, county seat, 80 miles south of Portland, on the Southern Pacific and the O. C. & E. Railways and the Willamette River, has population of 5000, three railroads, hotels, churches, ample school facilities with High School, Albany College and Academy; two daily papers, two banks, numerous factories, mills, warehouses, water works, electric lights, street-car and sewer systems, fine bridges, docks, etc. Address inquiries to Howard & Price, Albany, Oregon.

CORVALLIS invites attention to her educational, scientific and industrial institutions; she takes pride in her public buildings, city, county and state. This is the seat of the Oregon Agricultural College; a place of healthful, moral atmosphere, pastoral scenery and wholesome influences; situated at the head of navigation on the Willamette, at the terminus of the West Side division of the S. P. Ry., the junction of the C. & E. Ry., and styles itself the "Gateway to the Sea." It is a city of schools, churches, newspapers, banks and mills and first-class hotels, and is surrounded by a prosperous rural district. **CORVALLIS** is the capital of Benton county, the center of the matchless Willamette Valley; the county is watered by the Willamette and numerous mountain streams; the soil and climate are adapted to general farming, dairying and orcharding—a stock-farmer's paradise, where clover and vetch often produce three to five tons of cured hay per acre. Address White & Stone.

NEWPORT, Yaquina Bay, 60 miles west of Corvallis, on the C. E. Ry., claims the best summer and winter resort on the Pacific Coast; safe surf bathing, extensive beaches, rich agate beds, sailing and yachting, fresh and salt-water and deep-sea fishing; the luscious Yaquina Bay oyster, and the wonderful rock oyster, only obtainable here and in France; good hotel, cottage and camping facilities. For reliable details address S. G. Irving.

LINCOLN COUNTY—Organized in 1893, lies west of the Coast Range and midway of the Oregon Coast; indented by four good bays, crossed by the C. & E. R. R.; is well adapted to dairying and orcharding; cheese factory and creameries take all the milk produced; county offers granite quarries, coal fields, timber, orchard and dairy lands, while thousands of acres of wild mountain government lands afford open ranges. **TOLEDO**, the county seat, on the O. C. & E. R. R., 60 miles west of Corvallis, on Yaquina River, 12 miles below tide water, 12 miles from Newport and the harbor, and seven miles from the rich Siletz reservation, now open, is the principal city, occupying a healthful, sightly location, and is a good business point. Address Judge C. M. Brown, or O. O. Krogstad.

WOODBURN, Marion County, Oregon, situated at the junction of the Woodburn-Springfield branch of the S. P. Co., with its main line, 17 miles north of Salem and 35 miles south of Portland; the center and commercial mart of a region famous for the fertility of its soil; one result is that here are located the largest and oldest nurseries in the state; there is shipped annually about 125 cars of potatoes, 50 cars of onions, 5000 bales of hops. The city is lighted by electricity and supplied with water by the Union Light & Power Company; there are a number of manufacturing establishments, large stores, bank, hotels, etc. For

further information address Woodburn Board of Trade, Grant Corby, Secretary.

DOUGLAS COUNTY—Situated in the Umpqua River Valley; climate mild the entire year; watered by the North and the South Umpqua Rivers, with numerous streams and tributaries; soil black and red loam, very productive; grains, grasses, fruit, berries, poultry and stock; general contour of county mountainous, with many fertile valleys intervening; valuable timber on all the mountains; great wealth in minerals, coal, lime and marble; copper and gold found over entire county; vast nickel deposit in the southern portion; best section of the state for small diversified farming. **ROSEBURG**, the county seat, has population of about 4000 including suburbs; graded and high schools; two banks, two fruit packing houses, fine hotels and mercantile establishments, planing mills, lumber yards, two grist mills and all corresponding industries; end of all freight and passenger divisions of the S. P. R. R.; fine county buildings; is the site of the Oregon Soldiers' Home, U. S. Land Office and Government Signal Station; is a prosperous town in a thriving county.

LANE COUNTY—Large and progressive, invites investigation of its numerous streams, even temperature, rich soil, superior grain, hops, flax, vegetables and fruit; its advantages for stock raising, its timber lands, immense lumber industries, its gold mines and its other resources. **EUGENE**, the City of Homes, principal town and county seat of Lane County, situated at head of Willamette Valley, 123 miles from Portland, on the S. P. Ry., elevation 453 feet; population, 6000; is in every way an attractive, thriving city; has the Oregon State University, excellent high and common schools, and the Eugene Divinity School, beautiful surroundings, good city government, modern improvements, and especially good trade. Address inquiries to Geo. G. Gross, Eugene, Oregon.

OREGON CITY, at Willamette Falls, 12 miles from Portland by S. P. trains, steamers and motor cars, invites visitors to its beautiful scenery and points of interest. Here are canal locks, great water power plants and paper mills, and the largest woolen mills west of the Rockies. To homeseekers and investors it offers the advantages of a flourishing county seat; 4000 population; large pay roll. Willamette Falls, an enterprising suburb opposite, has cape and shoe factory; fine school and special attractions. Clackamas County offers mountain, hill and bottom land, clear or timbered, at from five to one hundred dollars per acre. Every variety of rural enterprise, with exceptional railroad and river shipping facilities. Address enquiries to C. N. Plowman & Co.

MARION COUNTY, "the county without a public debt," with a frontage of 40 miles on the Willamette River, sits in the heart of the most fertile portion of the valley and in the center of the largest hop producing district in the world. Much attention is paid to pure bred stock and dairying. Fruit is one of the great industries. Prunes, apples, pears, cherries and nearly all deciduous fruits grow to perfection. Large areas sown to wheat and oats produce abundant crops. Salem, the "city that lives within her means," the county seat and the capital and second city in size in the state, has within the limits established since the last census, a population of 13,560; Southern Pacific Railway Company runs 10 trains daily through the city; two lines of daily steamers ply to Portland; here are six state and Federal institutions; all lines of business, the local industries being headed by the finest woolen mills on the Coast. For reliable information address J. G. Graham, Secretary Greater Salem Commercial Club.

FOREST GROVE—College town in Northwest Oregon; seat of Pacific University, highest educational advantages; beautifully situated in prosperous agricultural and horticultural community, 26 miles west of Portland; dairy interests distribute \$60,000 cash monthly; quick railway service in every direction; good stores, banks, hotels, etc. Address Secretary of the Board of Trade.

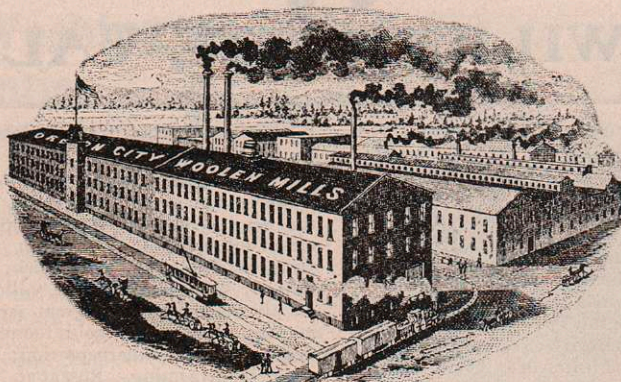
HILLSBORO, 18 miles west of Portland, is the county seat of Washington county; population 2,000. All kinds of stores, banks, graded schools, churches, societies, etc. Rich agricultural district with rural telephones, mail deliveries, fine stock, and railroad facilities. Every variety of farm lands, from \$25.00 per acre up. Extensive fruit and hop interests. Especial advantages for dairying. Oregon Condensed Milk Company, capacity for 125,000 pounds per day. Home-seekers are invited to investigate. Address inquiries to F. M. Heidel, Hillsboro, Or.

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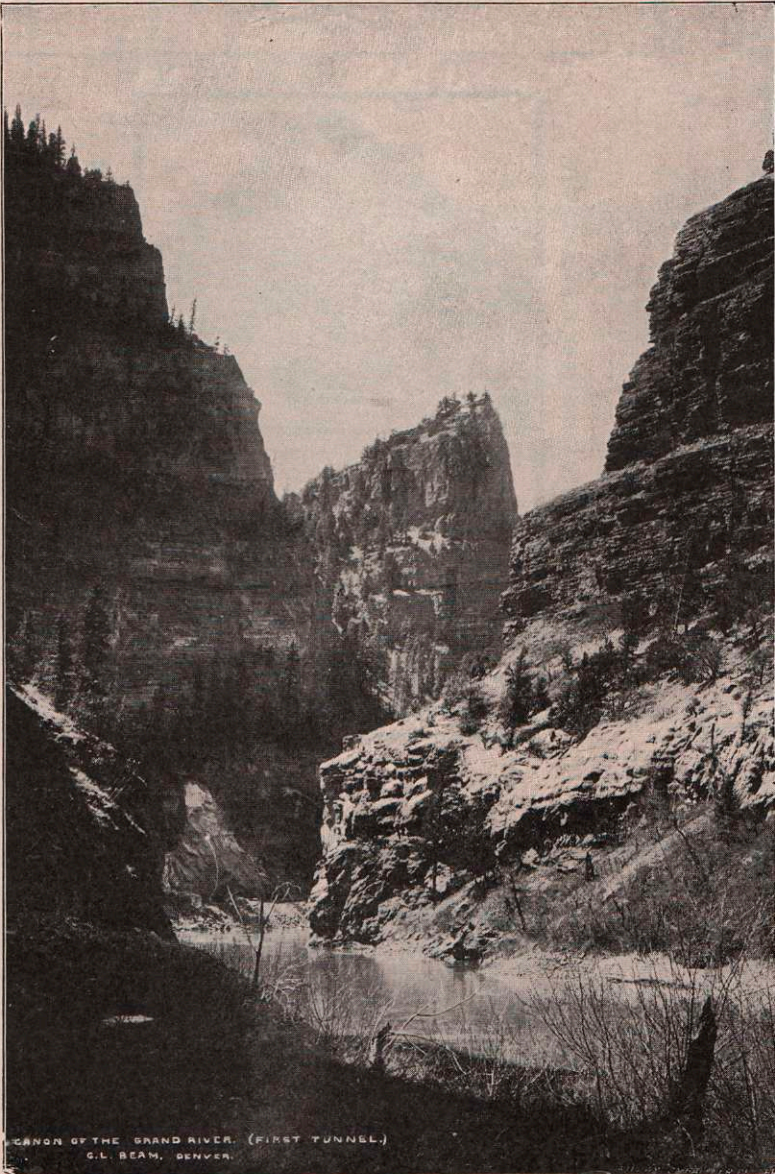


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I am going to paint a picture with a pencil of my own:
I shall have no hand to help me, I shall paint it all alone:
Oft I fancy it before me and my hopeful heart grows faint
As I contemplate the grandeur of the picture I would paint.

When I rhyme about the river, the laughing limpid stream,
Whose ripples seem to shiver as they glide and glow and gleam,
Of the waves that beat the boulders that are strewn upon the strand,
You will recognize the river in the Canyon of the Grand.

When I write about the mountains with their heads so high and hoar,
Of the cliffs and craggy canyons where the waters rush and roar,
When I speak about the walls that rise so high on either hand,
You will recognize this rockwork in the Canyon of the Grand.

God was good to make the mountains, the valleys and the hills,
Put the rose upon the cactus, the ripple on the rills;
But if I had all the words of all the worlds at my command,
I couldn't paint a picture of the Canyon of the Grand.

—CY. WARMAN

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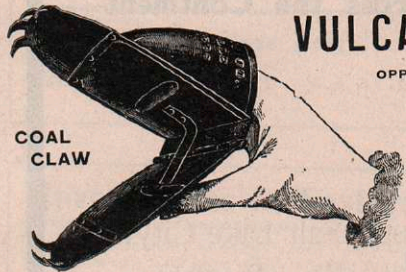
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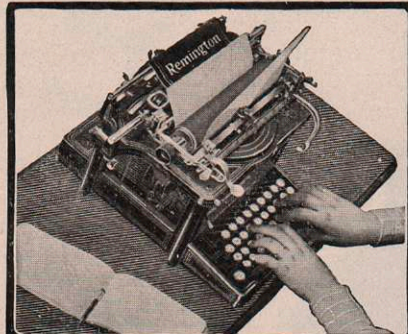
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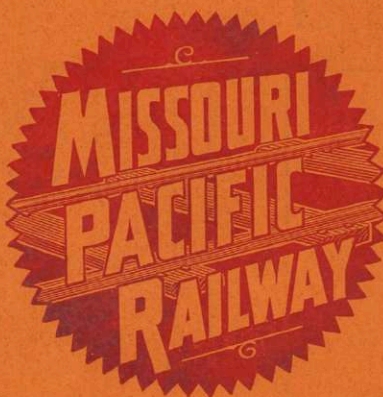
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