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# LEWIS & CLARK JOURNAL



October 1904

PORTLAND, ORE.

OFFICIAL PUBLICATION OF THE LEWIS & CLARK FAIR

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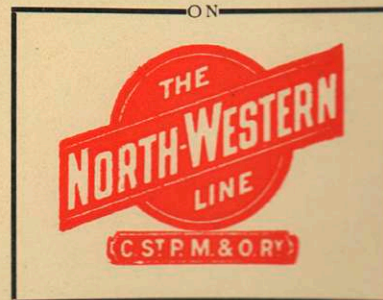
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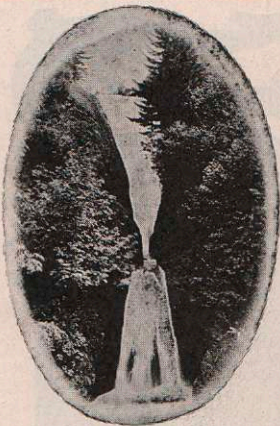
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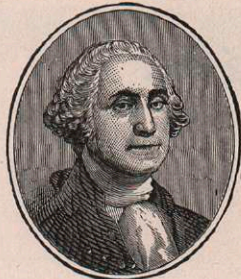
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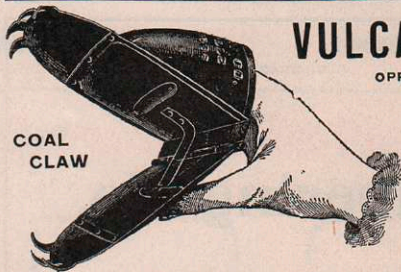
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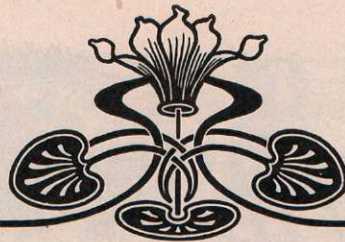
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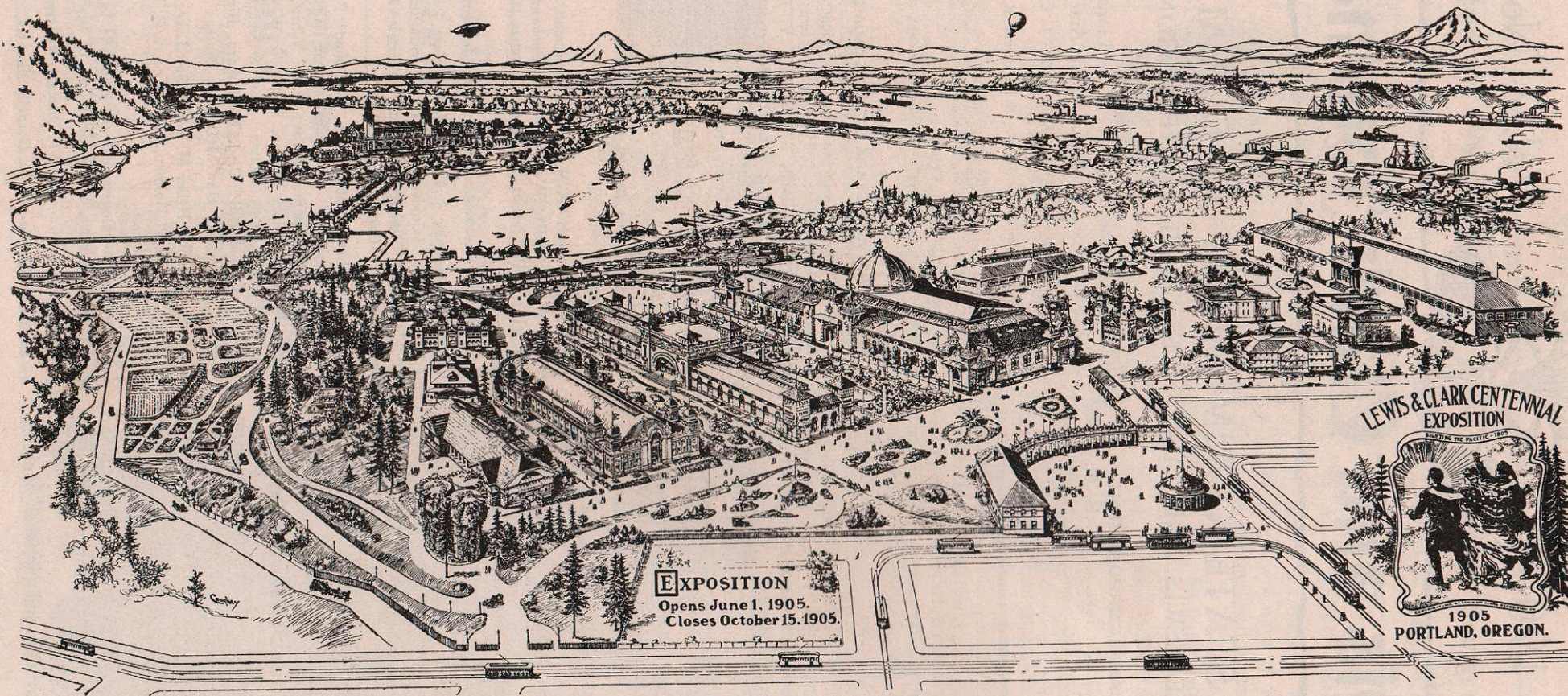
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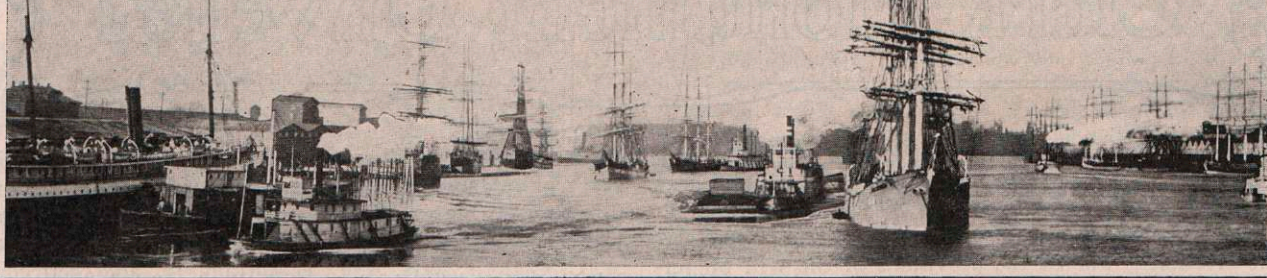
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Revised Drawing of the Lewis and Clark Centennial Exposition Grounds  
as they will appear on the opening day, June 1, 1905

# The Lewis and Clark Journal



Vol. II

PORTLAND, OREGON, OCTOBER, 1904

No. 4

OFFICIAL BULLETIN OF THE LEWIS AND CLARK FAIR

ISSUED MONTHLY BY

**The Lewis and Clark Publishing Company**

200-208 Alder St., Portland, Oregon

J. D. M. ABBOTT, PRESIDENT

C. BEN RIESLAND, SECRETARY

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

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.

That the Lewis and Clark Exposition is to be held in Portland in 1905 is a fact that is becoming more widely known every day. Visitors to this city—and they are increasing daily—who find time to view the site and visit the headquarters of the Exposition management, express themselves as delighted. This is the best possible kind of advertising, for they convey their impressions to their friends in other parts of the country and in other sections of the world. As has been pointed out, the compactness of the grounds and the necessarily resulting compactness of the exhibits, without overcrowding, will enable visitors to see all that is to be seen within a reasonable period. It will have a tremendous educative value beyond that of larger and more pretentious Expositions, in that it will allow the mind to grasp all details. It will also disabuse all minds of the idea that it is a local exhibition, for the variety and scope of the exhibits will preclude such an unwarrantable conclusion.

Early in the month, Vittorio Zeggio, Royal Commissioner to the St. Louis Exposition from Italy, was in the city. He came here to investigate the matter of an exhibit being made at the Lewis and Clark Exposition by the Italian Government. Mr. Zeggio was entertained at the Arlington Club by President Goode and T. B. Wilcox, Paul Wessinger and I. N. Fleischner, comprising the Committee on Buildings and Grounds. Should Mr. Zeggio's Government decide to install an exhibit here next year, he considers that at least 30,000 feet of space would be required in the Foreign Exhibits Building for the purpose, and he should desire to be present as his Government's representative. Mr. Zeggio did not positively commit himself in the matter. Should the Italian Government decide to participate, its exhibit would be made up mainly of manufactured goods.

In the matter of an Oregon Club House, the State Commission is already making most commendable expedition. A site has been selected to the left of the main entrance to the Exposition Grounds in a commanding position on a knoll. It will be constructed of Oregon fir and staff, in the Colonial style of architecture, two stories high, and will cost about \$10,000, inclusive of furnishings. It will be 60 by 90 feet in dimensions, with reception rooms on each floor, 30 by 50 feet in size. The building will be surrounded by a 12-foot veranda. The upper floor will be for the exclusive use of women, who will have not only a reception room, but a lounging and reading room, as well. This building will be headquarters for residents of Oregon. The plans have already been submitted and approved, and all that remains to be done is to award the contract for construction, which will come in due course of time.

The success made by Santa Barbara County, California, at the St. Louis Exposition, has greatly stimulated the zeal of the people there. From the Santa Barbara News it is learned that an earnest effort is making by interested parties, to have a provision made in the next tax levy of exhibitable products for the Lewis and Clark Exposition. The News predicts that the excursions to the Coast during the Fair will be the greatest in the history of transcontinental railroading, and that Santa Barbara County should well represent its resources. It makes the further encouraging prediction "that provision for the funds needed for this exhibit will be readily forthcoming."

Apropos of the educational exhibit, every school, whether public, private or denominational, will be invited to participate. Even photographs of school buildings and interiors, will be provided for. State School Superintendent Ackerman is much interested in the matter and will heartily co-operate.

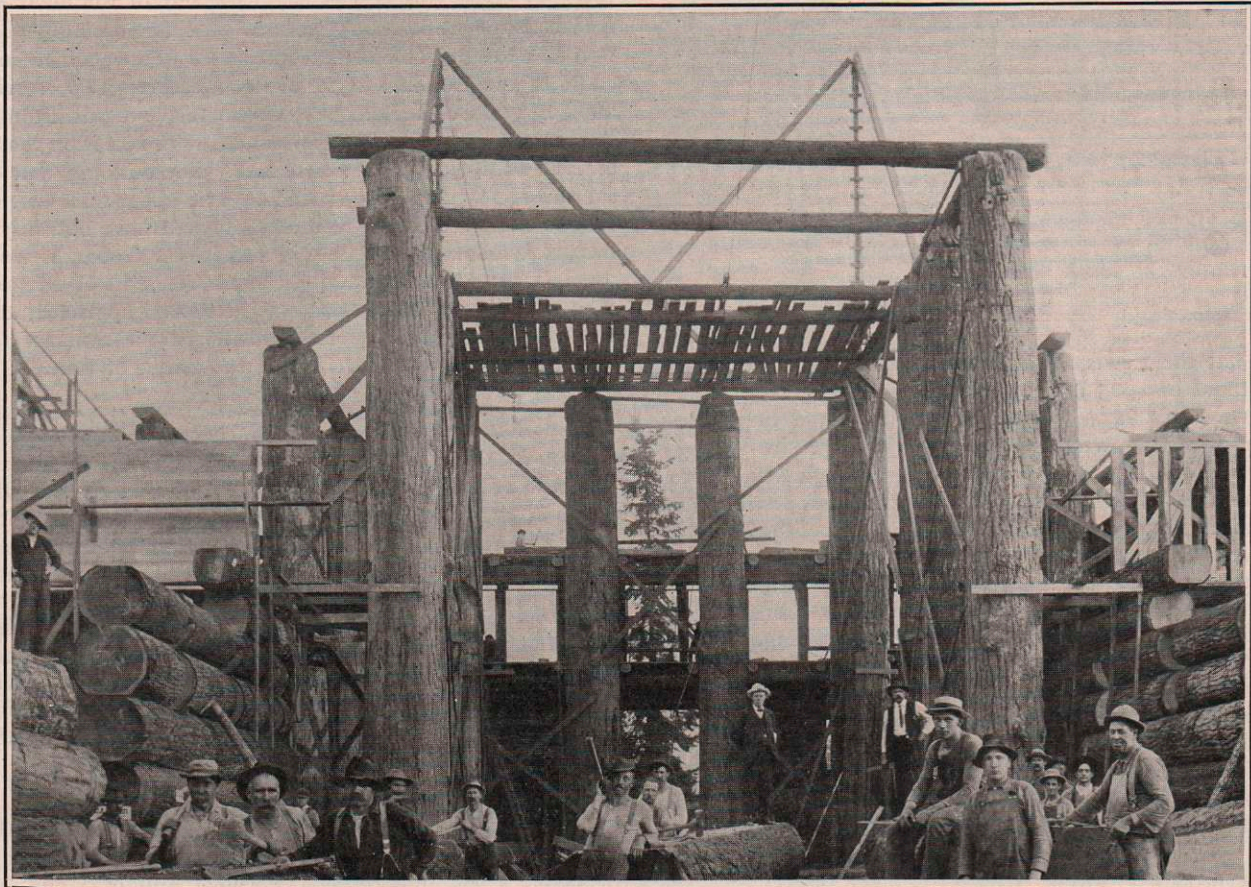
The Lewis and Clark State Commission has received advices to the effect that about four-fifths of the counties of Oregon will make exhibits of their resources at the coming Exposition. The Commission will offer prizes for the best showings made by the counties and it is probable that this will stimulate interest.

D. H. Weyant, of Portland, met with the mining men at the mineral exhibit rooms at Grant's Pass recently to secure their co-operation in the collection of a display of minerals for the 1905 Exposition.

# Clark Monument Unveiled

The unveiling of the monument erected to the memory of Captain Clark, of the Lewis and Clark Expedition near St. Louis, was a notable event. The monument is in form an obelisk and stands in Bellfontaine Cemetery. The erection is due to the provisions of the will of Jefferson Kearney Clark, the youngest son of the explorer. His widow carried out the desires of the testator, and personally supervised the construction of the monument. The obelisk stands upon a circular base, in which steps are provided, leading to the ground. About the base,

the Clark family. These were: Mrs. Julia Clark Vorhis, great granddaughter of the great explorer; Miss Lenore Glasgow Vorhis, great-granddaughter of the pioneer; John O'Fallon Clark, with his daughter, Mrs. V. C. Turner; A. C. Church; Mrs. A. E. L. Adrain, Jr., and their children. The children who represented the fifth generation of the Clark family are: Alonzo Church, Jr., Charlotta Church and Marie Church; Blanche Rose Turner, Beatrice and Marie Souldard Turner, and Edward Loudergale Ellis and Y. E. Ellis.



INTERIOR OF THE FORESTRY BUILDING.

which is terraced and walled in, are inscriptions commemorating famous deeds in the life of the explorer. Its material is solid granite.

Just in front of the giant obelisk is a bronze bust of the great pioneer. It faces toward the north, indicating the direction of the expedition out of St. Louis. This bust was veiled with the official flag of the Lewis and Clark Exposition, brought to this city especially for the occasion by Henry E. Dosch, Commissioner General of the Lewis and Clark Centennial. The flag is four colors and emblematic of the four nations—England, France, Spain and the United States.

The ceremony was witnessed by five generations of

The speakers on this occasion were General James H. Wilson, who made the presentation; Rev. Frank Mills-paugh, of Kansas; President Francis, of the St. Louis Exposition; General John C. Bates; Mayor Wells, of St. Louis; General Pleasant Porter, the high chief of the Creek Indians. The latter delivered a most telling address. He said that he, as an Indian and an American, loved Clark and honored his memory. At the close of the speech, the monument was unveiled. John O'Fallon Clark, of St. Louis, officiated, assisted by his son, William Glasgow Clark, and by Henry E. Dosch, Commissioner General from the Portland Fair. After the official flag of the Lewis and Clark Exposition had been carried to



the wall of the monument the great-grandchildren grouped about it, while the other members of the family then ascended the steps and stood by the flag, all with their hands on it.

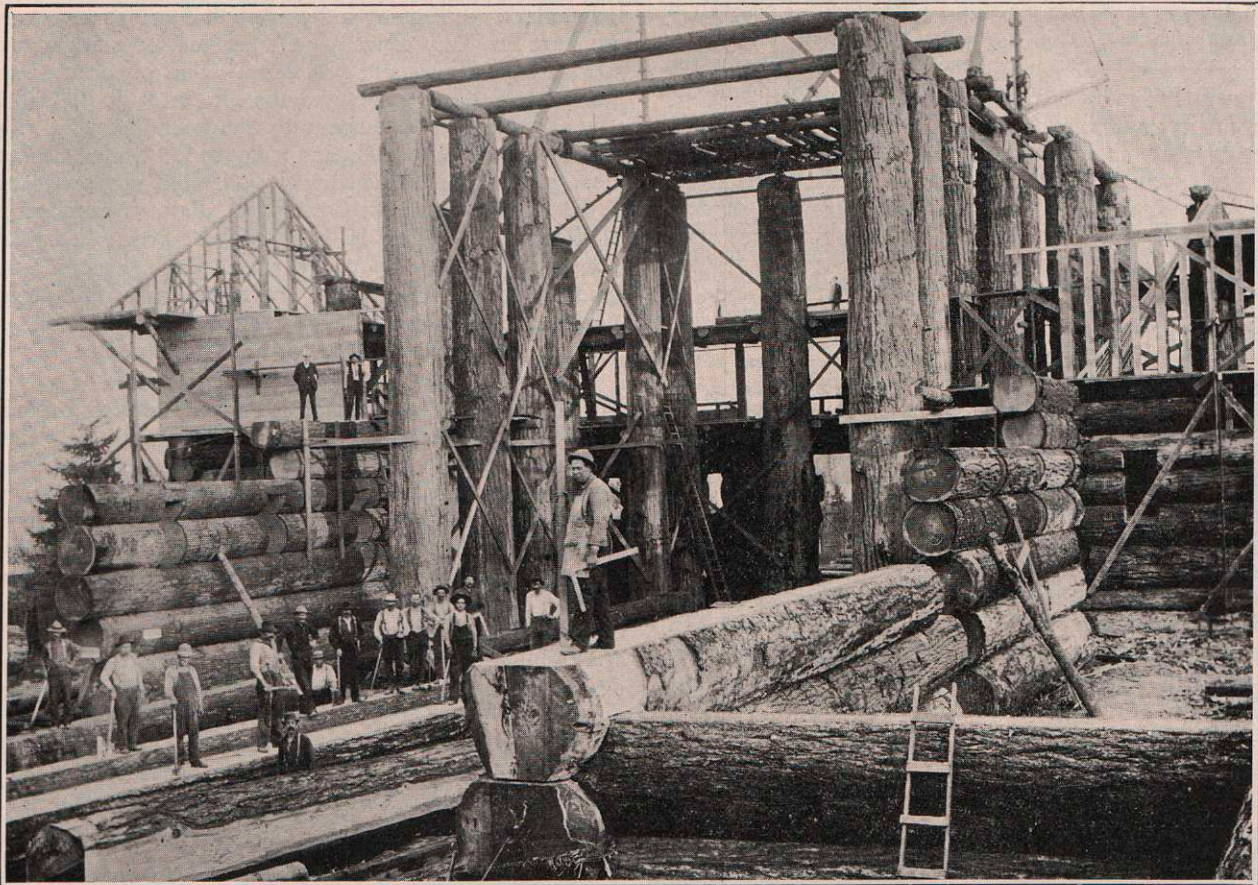
The site selected for the monument is at a point above the infant creek, north of St. Louis, from whence the Lewis and Clark Exposition started, a century ago. The committee in charge of arrangements for the occasion were: E. J. Glasgow, of St. Louis; General Bernard Farrar, of St. Louis; John O'Fallon and Benjamin O'Fallon, Alonzo C. Church, William H. Thompson, John Fallon Clark, Jr., W. Edward Adreon, Valentine Turner and Samuel W. MacGuire, of New York City.

The following were among the guests present: Ex-Mayor Seth Low, of New York City; Marquis of Aylesbury and Lady Marjorie Burdersell Bruce, of England; Mrs. Rollo Wells, Mrs. D. R. Francis and the wives of the other prominent persons who took part in the dedicatory ceremonies.

## California's Building

Governor George Pardee, of California, since his recent official visit to the Exposition, is taking a very active interest in the progress of the enterprise, a fact which is very gratifying to the management of the Fair. The Governor is in charge of the state appropriation for Portland and has practically decided about the site for the California building, although he has not made announcement of his choice. It is probable that within the next month construction work will start upon California's building.

Among the fresh issues of publicity literature just coming from the press for the Department of Exploitation, are a general perspective of the grounds, including the Government peninsula, embodying all features as they will appear when the Exposition is completed; a folder,



ANOTHER VIEW OF THE FORESTRY BUILDING.

## Size of the Forestry Building

But for the new hotel which has but recently been completed in Yellowstone Park, composed of giant logs, the Forestry Building in Centennial Park would enjoy the noteworthy distinction of containing the biggest log building in the world. Even ranking in second place, it is a wonderful structure, as pre-Exposition sightseers testify. There are two miles of five and six-foot Oregon fir logs used in the construction, eight miles of poles and tons of shakes and cedar shingles. The extreme height of the building is 70 feet.

containing full but concise information, covering numerous points upon which thousands of inquiries are made daily, together with a ground plan of the Fair and a prospectus bringing everything down to date for the benefit of intending visitor, exhibitor, concessionaire, as well as the public generally.

Mr. George L. Hutchin, a well-known citizen of Portland, has returned from an extensive trip through Montana and the Northwest, reporting that everywhere that he has been wideawake people know about the Exposition and are taking a lively interest in it.

## Fair's Musical Program

September 22 the Lewis and Clark corporation made a contract with Frederick Neil Innes, leader of the famous Innes Band, to furnish music for the Exposition from the date of opening, June 1, 1905, to June 28. While in the city Mr. Innes laid his plans for the details of the great musical festival to mark the opening of the Exposition. This will include an adult vocal chorus and a vocal chorus in which the Portland school children will take part. Mr. Innes hopes to secure the services of Sembrich, Melba, Nordica, Mrs. Partridge and other artists. The band of 70 performers will be accommodated in an acoustical shell built near Guild's Lake and a temporary extension sufficient to accommodate 400 to 500 chorus singers will be built.

It is desired that a commemorative ode be written and set to music for the opening of the Exposition for which two cash prizes will be offered—one for the composition of the ode and the other for the music.

In the event of the election of President Roosevelt as his own successor, it is probable that he will open the Lewis and Clark Fair, on June 1, next, at Washington, D. C., by touching a button and thereby invoking the aid of the electric genii 2000 miles away. A salute of 101 guns will be fired, many bands will play "The Star Spangled Banner," and several hundred trained voices will unite with them in singing the National anthem. In the morning of the opening day a military and civic parade will take place. The other features of the day's program, as at present arranged, are as follows:

Overture by united bands, led by the famous Frederic N. Innes, playing "Jubel," by Weber.

Prayer by prominent Protestant Episcopal clergyman.

Turning over of the Exposition by President Goode to state official, probably Governor Chamberlain.

Oration by President Roosevelt's representative, who will probably be William H. Taft, Secretary of War.

Actual opening demonstration.

Benediction by prominent Catholic clergyman.

Governor Chamberlain, of Oregon, will probably issue a proclamation making the opening day a legal holiday.

Innes' Band is not the only one that may yet be secured. Communications have been received from the Boston Municipal Band, Ellery's Band, the Liberati Band and others. No one band will be retained for a period exceeding four weeks.

Under date of September 21, W. H. Boyer, the well-known choral conductor, of Portland, addressed a letter to President Goode, of the Exposition management, outlining a plan for a musical festival during the Fair. He proposes to select a chorus of 500 voices, to be selected from the singers of Portland, Eugene, Salem, Albany and Corvallis. Mr. Boyer's plan outlines a program of from three to five days' duration, to cost from \$4500 to \$5000. It is proposed that an addition of 50 cents be made to the regular admission price to the Exposition, the profits of which shall go to the management. The further suggestion has been made that the scope of the festival might be extended so as to include singers from other Oregon towns, and also to include towns in Washington and Idaho.

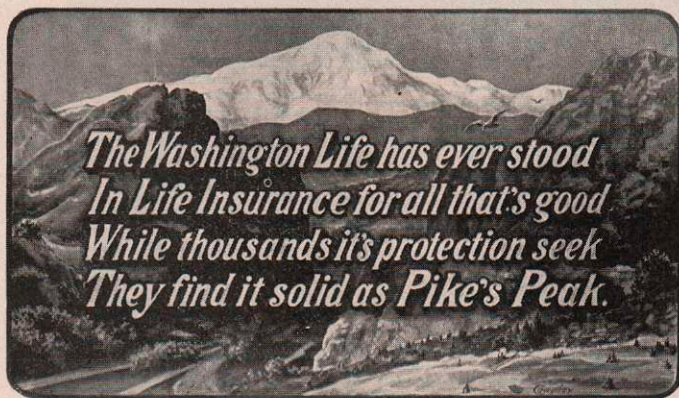
A great enterprise has been launched in Portland, which, when it is in full operation, will add five thousand persons to the present population of the city. This is the Columbia Basin Stockyards Company, capitalized for half a million dollars. The plant and yards will cover 50 acres. At the start the daily capacity will provide for slaughter of 300 cattle, 800 hogs and 500 sheep. This important business venture has been due to the efforts of J. J. Cahill, who has organized a company to carry out the plan. The officers of the new company comprise: State Senator George T. Myers, president; J. J. Cahill, vice-president; P. L. Willis, secretary; George W. Bates, treasurer; E. M. Brannick, William H. Fear, Richard Scott, George A. Young and Professor James Withycombe, directors. It is expected to have the plant in operation within eight months. Several sites have been offered, but a decision as to the exact location has not yet been made public.

The advent of a party of Portland's leading business men in Seattle, September 29, while en route to the Washington State Fair at North Yakima, is of most encouraging portent. A committee from the Seattle Chamber of Commerce met the Portland men who were given luncheon at the Seattle Athletic Club. At the psychological moment, Tom Richardson, manager of the Portland Commercial Club, made an address in behalf of the Lewis and Clark Fair. He invoked the aid of the great Sister State of Washington, in the enterprise. He suggested lines upon which Seattle might co-operate to make the Exposition successful. President Schram and Secretary Meikle, of the Seattle Chamber of Commerce responded. The public-minded citizens of Seattle pledged themselves to lend a helping hand. Everyone knows what this means, for Seattle business men "do things."

The Jacksonville (Ore.) Board of Trade, at a recent meeting, decided that the Jacksonville mining district should be properly represented at the Exposition next year. The exhibit will embrace gold, silver, copper, lead, platinum, cinnabar, plumbago, iron, asbestos, chrome, slate, marble, limestone, granite, sandstone and cement. This is the result of the energy of D. H. Weyant, of Portland, representing the 1905 Fair and others. Some of the crude implements in mining in the early days of Jacksonville, will be represented.

The several committees of the State Commission are preparing estimates for the several departments which are to comprise the State's exhibits. No apportionments will be made to the counties, each of which is expected to bear the expense of its own exhibits.

## ASSETS 17 MILLIONS



Blair T. Scott, G. M. Harry B. Scott, A. D.  
609-10-11-12-13 Chamber of Commerce. Portland, Ore.

## ANENT THE LEWIS AND CLARK SOUVENIR COINS

The Executive Committee of the Portland Commercial Club, comprising Theodore B. Wilcox, Chairman; William M. Ladd, A. L. Mills, Robert Livingstone, J. Frank Watson, L. Allen Lewis, Walter F. Burrell, J. C. Ainsworth and I. N. Fleischner, held a special meeting September 14 and appointed a special committee of 50 young women to sell the Lewis and Clark gold coins. This committee is to adopt some plan which will popularize the wearing of the coins. The young women selected comprise the following:

The Misses Burns, Burke, Dosch, Dunne, Von Destinon, Eliot, Ewald, Henrietta Failing, Emma Failing, Flanders, Glisan, Hirsch, Hoyt, Harris, Houghton, Hill, Lulie Hall, Hexter, Honeyman, Heitshu, Josephi, King, Kamm, Labbe, Langfitt, Francis Lewis, Etta Morris, Louisa Morris, Maxwell, Morrison, Margaret Montgomery, Vida Nichols, O'Neil, Nan Robertson, Sibson, Imogene Stuart, Samuels, Steinbach, Ruth Smith Scott, Alice Strong, Miriam Strong, Whidden, Whalley, Wilson, Woolsey, Wood, Warren, Weidler, Walters.

Three days later this committee of young ladies met at the Commercial Club where they were received by President Cake. Each member was to select four other young women to be added to the committee, increasing it to 250. Mrs. Henry E. Jones was chosen as Chairman, and Miss Hoyt as Secretary. Mrs. C. H. Lewis, Mrs. H. E. Jones and Mrs. W. S. Ladd offered their respective residences as headquarters for supplying the coins. The following additional depots were selected: Miss Morris, 190 King Street; Miss Steinbach, 341 Eleventh; Miss Josephi, 132 East Twelfth; Miss Ruth Maxwell, 675 Flanders; Miss Stott, 349 Jefferson. By the following day the coins were ready for distribution at these places.

In order that other cities and towns may take part in the movement, the secretary was instructed to write to them in order that similar committees may be appointed to let the "good work go on."

The following resolution was adopted, which ought to make every man in Portland, at least, delve deeply into the portable exchequer which they are popularly supposed to carry in their trousers' pockets:

*Resolved*, That every man in Oregon is requested by the ladies of the Lewis and Clark Souvenir Coin Committee to purchase and wear on his watch chain a gold souvenir coin of the 1905 Exposition, and they are hereby so requested.

But the women are not to escape, either, for the edict has gone forth that in order to be quite *en règle*, bracelets and hat pins, stick pins and bangles henceforth must comprise the coveted coins, and to be without them is not only to mark one as disloyal, but to be ostracized beyond the pale of the *haut ton*.

The souvenir coins were placed on sale at Exposition Headquarters September 21. Arrangements for their distribution were made on the day previous at a meeting at which Chairman Fleischner presided. It was agreed that all coins up to four in number should be sold at \$2 each, and that six coins should be sold for \$10. The committee will arrange to have banks at all points in the Pacific Coast States handle the coins. School children will also be asked to further the work. Every fifth coin sold will net the seller \$2.

It was decided to send the first coin to Miss Roosevelt, daughter of the President, of which she was apprised in a letter, of which the following is a copy:

PORTLAND, OR., Sept. 17, 1904.—Miss Alice Roosevelt, White House, Washington, D. C.—Dear Miss Roosevelt: The United States Government has coined two hundred and fifty thousand gold dollars, souvenirs of the Lewis and Clark Centennial Ex-

position and Oriental Fair, to be given in Portland June 1st to October 15th, 1905.

These coins will sell for two dollars each, and the proceeds from every sixth coin will go towards a fund which will be used in erecting a monument to Sacajawea, the Indian woman who guided Lewis and Clark and upon two occasions saved the lives of these explorers and their company.

The Executive Committee of the Portland Commercial Club have tendered us, as a committee of fifty of Portland's young women, the first coin put in circulation, and this coin we forward you and hope that you will wear it.

Trusting that we may have the pleasure of meeting you personally during the time when the people of all nations of the world will be our guests, we are, very sincerely yours,

Nan Robertson,	Laura G. Dunne,
Marguerite Labbe,	Gertrude M. Steinbach,
Ruth Maxwell,	Lulu Hall,
Margaret Morrison,	Dorothy Langfitt,
Frances H. Lewis,	Etta A. Morris,
Caroline W. Flanders,	Galta Joorda Wood,
Martha Hoyt,	Hilda Hexter,
Mrs. Henry E. Jones,	Agnes Helen Hill,
Clementine F. Lewis,	Marion Mac Rae,

and many others who are interested.

MRS. HENRY E. JONES, Chairman Committee.

New York, Chicago, Philadelphia and St. Louis have already sent in orders, and the local demand is strong. September 20, the First National Bank of Portland placed an order for 500 coins for which it paid \$1,000. The bank was entitled to 600 coins, but it waived the extra 100, and these, with their premium, amounting to \$200, will go into the hands of the Exposition Company. President Goode extended his thanks for this graceful action. All the Portland banks will sell the coins, but the only place in Portland where the coins will be sold at the rate of six for \$10 will be the Exposition Headquarters.

To Robert McGarvin, of Portland, belongs the honor of having purchased the first souvenir coin of the Lewis and Clark Fair. This was bought at the cashier's window of the corporation. President Jefferson Myers, of the State Commission, believes that 100,000 of these coins can be readily sold. At the present rate of demand it is probable that \$250,000 will be easily added to the assets of the corporation. President Myers favors the plan of having the department stores take from 1,000 to 5,000 and placing them on sale on some Friday afternoon for three hours at the rate of \$1.98 each.

By Wednesday, September 21, 1,965 coins had been disposed of, bringing a total of \$3,460 at Exposition Headquarters before 3 p. m. The previous day's sales reached a total of 1,522 coins, netting \$2,708. B. B. Rich took 60 coins at \$100 and Paul Wessinger a like number. Before 3 o'clock, September 23, the total sales amounted to 443 coins, valued at \$752. Of this number, coins were taken in the several amounts named by the following: United States National Bank, \$300; Merchants National Bank, \$100; Security Savings & Trust Company, \$50; Blumauer & Hoch, John Ecklund, John Fuller, Miss C. B. Myers, each \$20; Wells, Fargo & Co, \$20, for distribution in the East.

The Commercial Club ordered \$300 worth to supply the women's committee having them for sale.

To expedite the sale of the \$25,000 issue by the mint at Washington, Secretary Reed sent out letters to all banks connected with clearance houses and other leading banks, apprising them of all data in connection with the coins and their sale.

It is not improbable that a second coinage by the Government will be required before the end of 1904 at the present rate of disposal of the first issue.

# Fair Buildings Progressing

The plans and specifications for the government buildings for the Lewis and Clark Exposition were completed about the middle of September and were forwarded from Washington to Superintendent Lazarus, of Portland. Advertisements for bids followed in the Portland papers, which will be opened at Washington by the supervising architect, October 17.

September 10 the Lewis and Clark Corporation submitted plans and specifications for three large exhibit buildings to the State Commission, which were adopted. These will cost, approximately, \$70,000 and this sum will be taken from the state appropriation of \$500,000. The buildings will be known as the Machinery, Transportation and Electricity Palace, with a dimension of 500 by 100 feet; the Festival Hall, 120 feet by 108 feet; the Mining Building, 200 by 100 feet. A gold mine has also been authorized with a shaft 40 feet deep, joined at the bottom with a tunnel 300 feet long, emerging at a dump on the St. Helens road. Practical miners will be found at work, furnishing visitors with a valuable object lesson. Plans for an Oregon Club House have also been authorized.

The Agricultural Palace, Liberal Arts Building, Foreign Exhibits Building, Administration Building, Fire Department Building and the pumping station at the Lewis and Clark Fair grounds are nearly complete. The roof garden on top the Liberal Arts building will prove a great attraction. Among the features which strike visitors to the grounds as of imposing interest, may be mentioned the entrance to the Foreign Exhibits Building, the termination of the grand stairway connecting the upper with the lower portion of the grounds, the driveway, the tower on the roof-gardens over the Liberal Arts Building, the circular end of the Foreign Exhibits Building and the pumping station. Great improvements have been made in Guild's Lake, and the landscape gardeners are certainly "improving on Nature" in their efforts to make the grounds attractive.

One of the most interesting and attractive buildings which the United States Government will erect on the Lewis and Clark Fair grounds will be the Government life-saving station. This will be erected on the island in Guild's Lake and adjoining the other structures the government will construct for its exhibits. The government architects will shortly complete their plans and specifications and the bids for construction will soon be submitted at Washington. All contracts for the erection of the government buildings will be awarded about November 1, and active construction work will be gotten under way immediately thereafter. The life-saving station will be equipped in the same manner as the large service stations on the Atlantic and Pacific Coasts, with the regulation complement of lifeboats and a crew to attend them. The building will be of frame, coated and finished in staff and of the Spanish Renaissance style.

The Government Fisheries Building will doubtless prove a most attractive resort at the coming Exposition. It will be of the Spanish Renaissance style of architecture. Within its spacious walls will be found a most instructive exhibit of nearly every variety of the finny tribe. The fishes will be placed in pools, enclosed glass or in immense casks. The "lordly chinook," or other varieties of salmon, may possibly be lacking. If they are, it will be entirely due to the fact that this valued food fish cannot brook confinement, any more than the red man can endure the trammels laid upon him by the civilization of the white man.

At the Lewis and Clark Fair grounds work on the colonades which will connect the Administration and Public Comfort Buildings is well under way. The great stairway from the rear of the States' Building to the Lake Front is receiving the finishing touches, and the embankment at the foot of the stairway for the Bridge of Nations is nearing completion. This will connect the mainland with the peninsula. The sites for the buildings authorized by the State Commission, the Mining Building, Machinery Hall and Auditorium, will soon be ready for these structures which were authorized September 10. The Foreign Exhibits Building creates a most favorable impression with its white medallions, ornaments and flags. The Liberal Arts Building is rapidly approaching completion.

## A Special Lewis and Clark Evening Telegram

The special Lewis and Clark issue of The Evening Telegram, under date of September 27, is a most creditable one. Aside from the amazing mass of carefully prepared information it contains, the illustrations, full-page and otherwise, give evidence of much thought and great painstaking on the part of the artist, Mr. Rutledge. The principal resources of Oregon are exploited in articles of great value for the seekers after information. A general review of the steps already taken for the Lewis and Clark Fair are given. Then follows: "Lewis and Clark Centennial Exposition, Historically," by Henry E. Reed, Secretary Lewis and Clark Exposition Corporation; "Lewis and Clark Exposition, Architecturally," by Ion Lewis, Director of Architecture; "The Commercial Significance of the Lewis and Clark Fair," by President and Director-General Goode; "The Educational Significance of the Lewis and Clark Exposition," by F. G. Young, State Commissioner; "Physical Features of the Lewis and Clark Exposition Grounds," by Oskar Huber, Director of Works; "The Exhibits for the Lewis and Clark Centennial Exposition," by Henry E. Dorsch, Director of Exhibits; "Scope of Exposition—State Commission's Part," by Edmond C. Giltner, Secretary State Commission; "Livestock at the Lewis and Clark Fair," by R. Scott, Commissioner, State Commission.

# 1905 Day at the World's Fair

September 23 was Lewis and Clark Day at the St. Louis Exposition. When the hour and minute hands of the clock marked high noon, they were a reminder of the fact that on that day and hour, 98 years before, Captains Lewis and Clark arrived in St. Louis after the greatest land expedition ever recorded up to that time in the annals of Republic.

Hon. William D. Fenton, of Portland, and a member of the Board of Lewis and Clark directors, was present, and made a stirring and eloquent address. Fitting remarks also were made by President David R. Francis, of the Louisiana Purchase Exposition.

At 12 o'clock, midnight, September 22, President H. W. Goode, of the Lewis and Clark Exposition, sent the following telegram to President Francis:

PORTLAND, Or., Sept. 23.—Hon. David R. Francis, President Louisiana Purchase Exposition, St. Louis, Mo.: On this, the 98th anniversary of the return to St. Louis of our first overland explorers, the Lewis and Clark Centennial Exposition congratulates the Louisiana Purchase Exposition as man's greatest achievement. American people may well be proud of the Mighty West, which has risen in the footsteps of the intrepid spirits sent by President Jefferson to raise the Stars and Stripes on the shores of the Pacific.  
H. W. GOODE, President.

President Francis wired in response, as follows:

Lewis and Clark Centennial Exposition, Portland, Or.—Thanks for your kind expressions. Louisiana Purchase Exposition greets Lewis and Clark Exposition and wishes it well-merited success. The two events that extended the boundary of our country from the Mississippi to the Pacific are well worthy of commendation.  
DAVID R. FRANCIS.

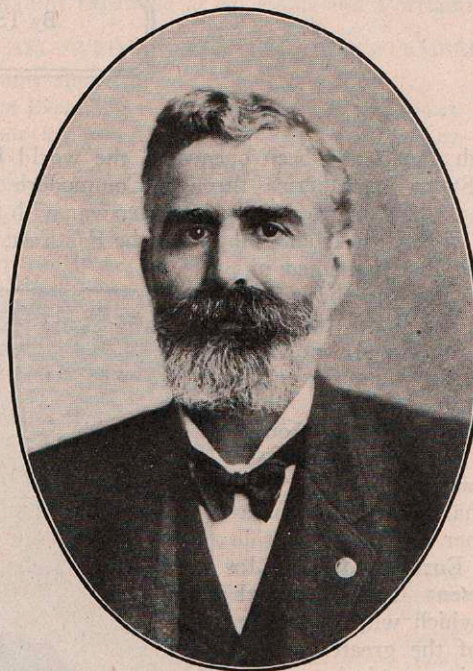
Director Fenton reviewed the history of the important act of Napoleon, which led to the acquisition of the Louisiana Territory. He paid his tribute to the intrepid explorers, Lewis and Clark, and gave brief biographical data regarding each. Touching upon their achievements to be commemorated by the 1905 Exposition, Director Fenton said:

This great territory, lying west of the Mississippi River and extending from Mexico on the south to the British North America upon the north and to Behring Sea in the far Northwest, is as yet in its infancy. The people of the Oregon Country in particular, and comprising that portion of the United States within the limits of the states of Oregon, Washington, Idaho and parts of Montana and Wyoming, have undertaken to commemorate the great Lewis and Clark expedition by the Exposition at Portland and to invite the world to participate in an exhibition of the arts, industries and products of modern civilization.

The population within 300 miles of the City of Portland is 1,200,000; within 500 miles is 1,830,000, and approximately there is the same population within a radius of 300 and 500 miles of San Francisco. We of the Pacific Coast, confident of the future, assert that the gateways to the Orient must open and close upon our threshold.

The output of the manufacturers of California, Oregon and Washington in 1900 was \$435,670,399, and California has yielded between 1848 and 1900, \$1,385,197,097, or about one-eighth of the total gold production of the world since the discovery of America by Columbus to 1900.

The Oregon Country, the home and site of this great enterprise, was the prize of nations for nearly 100 years; her soil was jointly occupied by the two greatest English-speaking nations of the world; mother and child, that had struggled for the mastery of the country.



HON. WILLIAM D. FENTON.

Wells' Band furnished the music, Dr. Charles H. Granville, of the Philippine Scouts, pronounced the invocation, and Miss Bertha Lincoln Heustis gave the vocal solo, "Without Thee." Then followed Director Fenton's address. Succeeding these came the following:

Violin solo, "Overtauss," Miss Jennette Wakefield; piano, Miss Ethel Wehrung; address, "Portland, Or., as an Exposition City," Hon. Thomas C. Devlin; song, "Mr. Fiddle and I," Mrs. Bertha Lincoln Heustis; violin obligato, Miss Jennette Wakefield; piano, Miss Ethel Wehrung; address, "Where Rolls the Oregon," Colonel Henry E. Dosch. Music and refreshments.

Among those in attendance were: President Francis, of the Louisiana Exposition; Colonel and Misses Dosch, Judge and Mrs. W. D. Fenton, Mrs. Henry Phelps Montgomery, all of Portland, the latter being of the Board of Lady Managers at the Fair here; Rufus A. Lewis, H. C. Lewis, Mrs. Elizabeth Frazier, Mrs. Maud Lewis and Philander Lewis, Jr., of St. Louis, all descendants of Captain Meriwether Lewis.

A very pleasant surprise was the presence of Mrs. Caroline Meriwether Goodlet whose father was a first cousin to Captain Clark. She is the founder of the Daughters of the Confederacy. Director Fenton presented Mrs. Goodlet with a bouquet of roses forwarded to St. Louis by the Oregon Rose Club.

Mr. Devlin, auditor of the City of Portland, delivered a capable speech. In his speech, Colonel Dosch was at his best. Among other things he said:

Do you wonder why Oregon is proud of her mother, grand old Missouri? And now I want to say that Oregon will celebrate another National event, second only to the Louisiana Purchase, a Centennial International Exposition in 1905, and extends a cordial invitation to all to assist her in doing honor to those justly-renowned explorers, Lewis and Clark.

# Japan's Relations to Fair

By TSUNEJI AIBA  
Japanese Vice Consul

Though Japan had been opened to the world by the United States of America through Commodore Perry since 1853, she was little known until her war with China, in 1894. The little Island Empire of the Far East, which had for so long remained unnoticed, began to be recognized as a nation by other countries of the world at large, only after her victory over the vast Empire of China. Subsequently, the Boxer trouble brought her more to the world's attention, on account of the harmonious co-operation of her army side by side with the European forces. In her present struggle with Russia, which will, no doubt, be one of the greatest events in the history of the world, she has attracted the keenest attention of all the nations, and I presume that the Empire of Japan is now known in every nook and corner of civilization.

It may be seen from the foregoing statement that Japan has gained her fame through wars, but this is not at what she aims. She fought and is fighting for peace, civilization and her own safety. Her ambition is not for military ascendancy, but supremacy in the world of commerce and industry.

Japan was an agricultural nation before she was opened to the world's commerce. But once awakened, she perceived the importance of commerce, and, without hesitation, directing her attention towards that end, has spared no effort for promoting her trade with other countries. She encourages every branch of industry, she imports every new invention and she adopts Western ideas and methods whenever she finds them to be better than her own. The government subsidizes Japanese marines which carry on foreign trade. As a result, the trade of Japan strode forward rapidly and has shown an increase of 237 per cent in the last decade,

amounting to 606,638,000 yen, or about \$303,319,000 in the total imports and exports of 1903 as against 179,865,000 yen, or about \$89,933,000 in 1893. The United States, by reason of her geographical position in relation to Japan and the good will of her people towards the Japanese, helped the development of her trade in a great measure, and the commerce between the two countries increased with a remarkable rapidity. In 1903, Japanese trade with the United States amounted to 128,998,000 yen, as against 33,830,000 yen in 1893, representing an increase of more than 281 per cent in ten years.

Not being satisfied with this progress, but eager to grasp every opportunity to promote her commercial relations with the United States, Japan accepted America's cordial invitation to the World's Fair at St. Louis. Even the outbreak of a war between herself and Russia, which is one of the severest and gravest events she has ever had to contend with, did not prevent her from proceeding with the work.

While her navy and army are fighting in the Far East for the open-door policy, her government officials and exhibitors at St. Louis are not less energetic in the field of exhibition, doing their best for the success of the enterprise. It is universally admitted by visitors to the World's Fair at St. Louis that the display made by Japan is more extensive and interesting than that of any other country, extravagant as this assertion may seem.

The Exposition, instructive and interesting as it is, serves as the best medium for advertising merchandise and opening new business relations, and the result of the St. Louis Fair will be an increase in Japanese trade with the United States as well as other countries.

The Lewis and Clark Centennial and American Pa-



TSUNEJI AIBA, JAPANESE VICE CONSUL.

cific Exposition and Oriental Fair, which is to be held in Portland next year, as its own name indicates, aims to extend the commerce between the Pacific States and the Oriental countries, which have a great advantage in geographical positions toward each other, and it will unquestionably have more influence to encourage Oriental trade than the St. Louis Exposition.

The exhibition from the State of Oregon at the Osaka Fair last year, and the kind assistance given by the Oregon Commissioners on that occasion, are of dear memory to the Japanese. The cordial treatment tendered by the officials of the Lewis & Clark Exposition Company to several officials of the Japanese Government and private individuals as well, who passed through or were invited to this city in connection with the coming fair, made them most happy to convey to their people at home the extreme friendliness of the people of this Coast.

These pleasing conditions, coupled with Japan's wishes not to miss any good opportunity for attaining her ultimate aim, spurred on the desire of the Japanese exhibitors, and negotiations for an arrangement in regard to the exhibits, etc., are already going on between the Exposition officials and the representatives of the Japanese exhibitors.

The benefits to be derived from the Exposition will be of a great value to Japan. Owing to shorter distance and lesser traveling expenses, visitors from Japan to Portland will be more numerous than at St. Louis. While they are showing what Japan can produce and manufacture for the foreign trade, they will not neglect to make a full and exhaustive study of the products of the Pacific Northwest, with some of which they became acquainted at the Osaka Exhibition last year. During their stay in Portland, for five months or more, they will come in contact with many merchants and manufacturers of this country, and they will make an extensive addition to their list of business correspondents.

Natural resources and productive capacity of the Golden Northwest convinced Japan of its importance to her commerce, and the Government located two consulates out of five in all in the United States, in places as near together as Seattle and Portland, others being established at New York, Chicago and San Francisco.

Oriental trade of Portland has increased during the last few years, assisted by the direct route opened by the Portland & Asiatic Steamship company, and its exports to Japan amounted to \$2,327,398, which exceeded by \$1,737,438 its imports; while the total imports of the United States from Japan were \$18,225,000 more than its exports to the same country. It is a good indication to have an excess in exports and more so when it is known that the only staples mentioned in the present exports to Japan are wheat and flour; but fruits, hops and other products, agricultural or otherwise, which Japan buys from other countries, will not long be neglected.

While the Japanese exhibitors at St. Louis are engaged in the negotiations for their exhibits with the Lewis and Clark Exposition officials, the government will not remain idle. It will endeavor to induce its people to bring the best possible show they can furnish, so as to meet every expectation, and it is needless to say that the result of the exposition will be beneficial both to herself and the United States, and especially to the states of the Pacific Slope.

The Oregon Funeral Directors' Association recently organized in this city, will endeavor to secure the next gathering of the national body for Portland.

## Report by Jefferson Myers

President of Oregon State Commission

Following is the statement of expenditures made by the State Commission of the Lewis and Clark Centennial Exposition up to the first of September, including the full amount expended at St. Louis and Portland:

BILLS ALLOWED AT MEETING OF SEPTEMBER 10, 1904.	
Total bills allowed.....	\$57,153.02
Portland Exposition .....	\$53,009.95
St. Louis Exposition.....	4,143.07— 57,153.02

Portland—

Salaries .....	\$ 450.00	
Incidental .....	88.04	
Forestry Building .....	4,734.48	
Festival Hall .....	16,280.00	
States Building .....	14,400.00	
Administration Building .....	5,768.00	
Liberal Arts Building .....	11,200.00	
Commissioners' expenses .....	21.50	
Furniture .....	6.00	
Horticulture .....	27.75	
Office supplies .....	13.05	
Officers' expenses .....	5.20	
Freights and transfers .....	15.93	\$53,009.95

St. Louis—

Freights and transfers .....	\$ 304.29	
Horticulture .....	549.48	
Agriculture .....	1,017.35	
Mines and Mining .....	440.35	
Forestry .....	322.25	
Fish and Game .....	245.25	
Education .....	244.75	
Incidental .....	174.13	
Oregon Building .....	95.22	
Superintendents and assistants.....	750.00	\$ 4,143.07
Portland previous .....	\$85,708.93	
Portland, September 10, 1904.....	53,009.95	138,718.88

St. Louis previous.....	\$33,028.63	
St. Louis, September 10, 1904.....	4,143.07	\$37,171.70

TOTALS—PORTLAND.

Commissioners' expenses .....	\$ 1,895.16
Furniture .....	400.49
Salaries .....	4,513.33
Office supplies .....	507.43
Incidentals .....	1,191.66
Officers' expenses .....	12.30
Forestry .....	700.00
Forestry Building .....	14,416.58
States Building .....	42,888.48
Liberal Arts Building .....	27,636.00
Festival Hall .....	32,942.40
Administration Building .....	11,459.20
Horticulture .....	139.92
Freights and transfers .....	15.93

TOTALS—ST. LOUIS.

Salary superintendents and assistants.....	\$ 3,136.80
Agriculture .....	4,949.37
Horticulture .....	4,666.20
Education .....	3,407.48
Forestry .....	2,874.34
Mining .....	4,323.30
Fish and Game .....	2,063.28
St. Louis Building .....	8,269.86
Freights and transfers .....	3,003.11
Incidental .....	478.96

Total .....	\$175,890.58
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## Interesting Items Concerning the Western World's Fair

An electrical white-washing device has been devised to expedite the finishing of the Fair buildings for next year.

H. L. French, of Corvallis, is seeking to make a collection of corn for the Fair, that will do credit to Benton County.

Of one out of many, W. E. Curtis, in a recent article in the *Chicago Record-Herald*, writes a story article in advocacy of the 1905 Exposition.

Robert Lauery, of Dawson, Yukon Territory, recently paid Portland a visit, and in an interview, on his return, showed much enthusiasm for the Lewis and Clark Fair.

It is estimated that collections made at the temporary entrance to the Lewis and Clark Fair Grounds will be sufficient to make up any probable delinquencies in stock subscriptions.

J. B. Fowler, of Portland, the inventor of the new device to telephones which enables users of the instrument to see the persons with whom they are in communication, plans to make an exhibit of his invention at the 1905 Fair.

The Chamber of Commerce, of Everett, Wash., at a recent meeting decided "to have a representation at the Lewis and Clark Fair at Portland, which will aim to properly set forth the advantages of Snohomish County and Everett."

The great Chicago World's Fair had its "Midway." St. Louis has "The Pike." The Lewis and Clark Exposition will "go them one better." Its amusement section will be known as "The Trail," adopting a familiar Western phrase. The preparatory work of grading this section of the Grounds, was begun recently, and will soon be complete.

The County Court of Columbia County, recommends the organization of a Lewis and Clark Club in each voting precinct of that county, and the delegation, by such clubs, of a president, at the next regular term of the court, to have general supervision of the county's exhibit. The court advises the expenditure of a reasonable sum for this purpose.

M. J. Roche, and J. H. O'Neill, of Portland, together with A. Tinling, of Tacoma, as a committee of the Pacific Coast Association of traveling passenger agents, will attend the meeting of the American Passenger Agents' Association at the City of Mexico, in December. The Association will meet at the City of Mexico on the invitation of the railroads and Government of the Southern Republic. This place was chosen with the understanding that Portland is to have the preference over all other cities for the meeting in 1905, which will probably convene in October.

President Myers, of the State Commission, has ordered sent to President Roosevelt and the members of Congress who aided in securing the Lewis and Clark appropriation complimentary souvenir gold coins.

The Young Women's Christian Association, of Portland, has secured an option on a piece of ground near the Exposition site, upon which it hopes to erect a building with accommodations for 250 persons, particularly women and girls, for next year.

Colonel Edwards, Chief of the Bureau of Insular Affairs, War Department, intimates that the Philippines may be unable to make an exhibit at the coming Exposition. He considers the drain made by the St. Louis Exposition as too great. He believes the Islands should be represented, however, and advises Government aid for the purpose.

In a recent address before the Catholic students of Columbia University, Rev. Father Zahm, Provincial Superior of the United States, predicted for Portland an increase in population of from 500,000 to 1,000,000 in the next decade. He said that the Lewis and Clark Exposition portends a wonderful future for Portland and "the Oregon Country."

J. P. Marshall, Special California Commissioner of California for the Lewis and Clark Exposition, makes a unique suggestion. He suggests that the Golden State have an exhibit arranged in the form and shape of the state. He would have each county outlined with its special or peculiar production within its limits, so that visitors can see where each product is raised.

George W. R. Peaslee, chairman of the Lewis and Clark Exposition for Washington, while in Portland, not long since made an encouraging declaration. In substance, he declared to President Goode, that "Washington expects to invade Portland next year with an exhibit which will put Oregon in the shade, and relegate enterprising California to third place." Rah for Chairman Peaslee!

Hon. William F. Vilas, of Madison, Wis., ex-United States Senator from that state and ex-United States Attorney-General under the second Cleveland administration, was a visitor in Portland, September 20. Mr. Vilas is an able orator and talented lawyer. He comes from an old and distinguished family. He anticipates a great future for Oregon following the revelation of its resources to the world at the 1905 Exposition.

Olin D. Wheeler, accompanied by Mrs. Wheeler, recently paid Portland two visits. He is the author of "The Trail of Lewis and Clark." He is also in charge of the advertising department of the Northern Pacific. Mr. Wheeler states that his company will do much in the way of advertising the Lewis and Clark Fair.



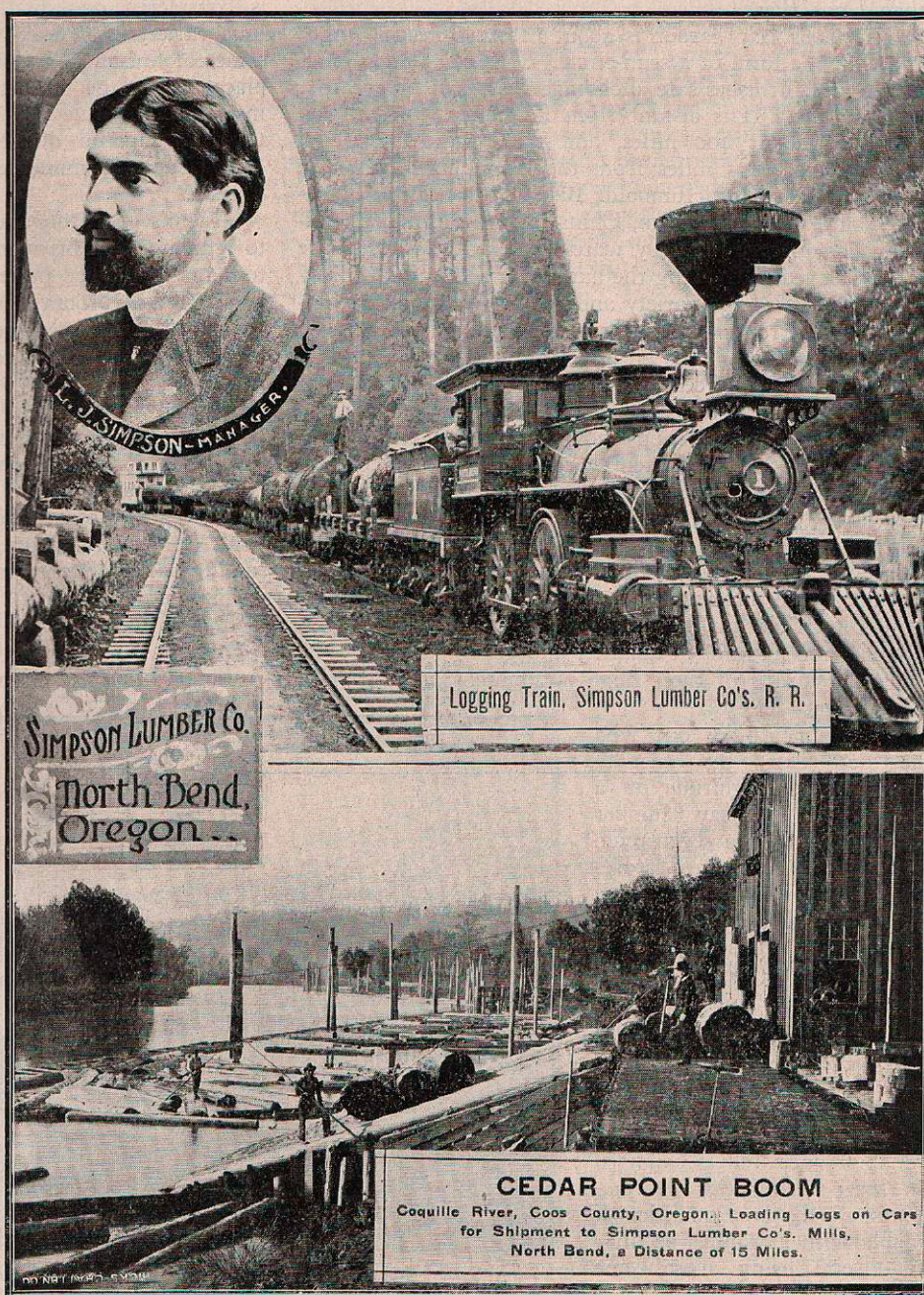
# Coos County's Resources

Because of its varied resources and many natural advantages, Oregon is coming more into the public eye as a place where the capitalist may invest his means, sure of rapid and satisfactory returns, and where those seeking homes in new and desirable locations are embarrassed to choose from such a wealth of natural advantages. The subject of this sketch, Coos County, is in some features richer in natural advantages and resources than any other section of this favored state. Situated on the Southern Coast of Oregon, bounded on the north and east by Douglas County, on the south by Josephine and Curry Counties, and on the West by the Pacific Ocean, with an area of 1578 square miles, with an ocean frontage of 45 miles, possessing in the main one of the best harbors of the Pacific Coast, Coos County is the commercial key to the larger portion of Southwestern Oregon, and is the outlet for an empire in area and resources.

It is a region so richly endowed in unnumbered ways that a mere catalogue of its productions, of kinds capable of expansion to commercial proportions, would fill a volume. The present, when the country is not yet fairly beyond its pioneer age, when but a small percentage of the available resources are utilized, lacking railroad transportation, and when only crude products are sought to be developed, is a large one, even in a commercial sense; and the future, when increased population, wider and cheaper transportation facilities and higher agricultural art and manufacturing abilities have done their work, no man is bold enough nor wise enough to foretell. No man of judgment doubts that the great future will build upon Coos Bay one of the world's great marts.

The surface of the county is rough and covered with timber, though there are many valleys well watered by the streams so plentiful in this region. These valleys are admirably adapted to dairying and stock raising, as the wealth of vegetation and mild climate make it unnecessary to feed stock at any season of the year. There are no extremes of temperature, the

thermometer rarely mounting to higher than 80 deg. or falling below 30. Severe thunder storms or cyclones are unknown. Snow rarely falls, and when it does it seldom remains longer than twelve hours on the ground. Frost that penetrates the ground is very unusual. Crops never fail, and droughts are unheard of. The annual rainfall amounts to from 50 to 70 inches, sufficient for all crops. No matter what the day temperature may be, the nights are cool and comfortable for sleeping. The breezes from the ocean make the atmosphere not only pleasant, but unusually healthful. There are perhaps

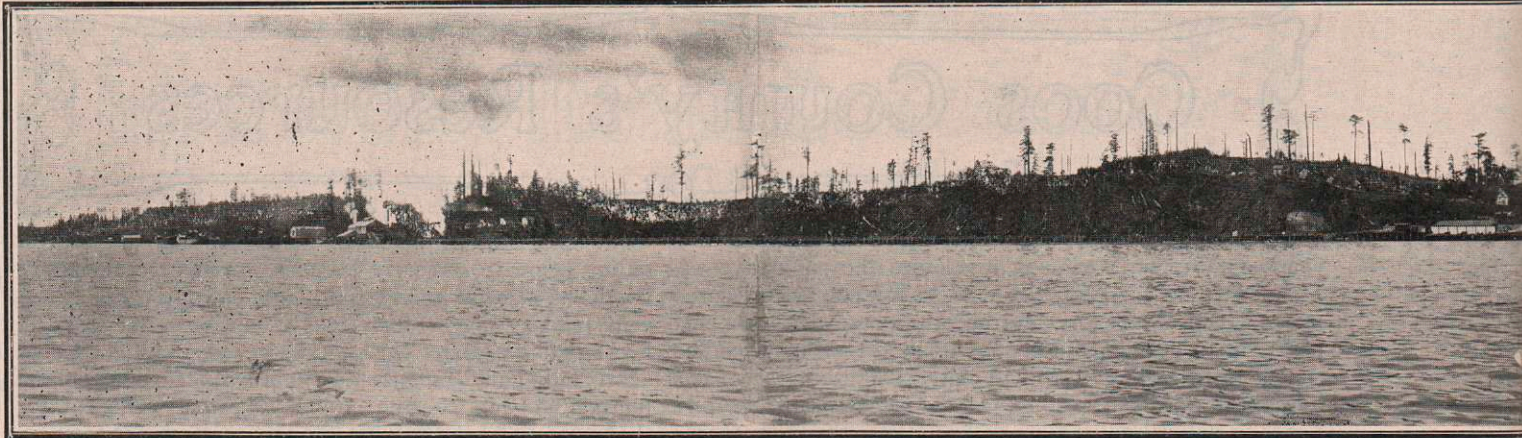


SIMPSON LUMBER CO.  
North Bend,  
Oregon...

Logging Train, Simpson Lumber Co's. R. R.

## CEDAR POINT BOOM

Coquille River, Coos County, Oregon. Loading Logs on Cars for Shipment to Simpson Lumber Co's. Mills, North Bend, a Distance of 15 Miles.



BIRDSEYE VIEW OF NORTH BEND, SHOWING A PORTION OF

few, if any, places on the globe that are more healthful than Coos Bay.

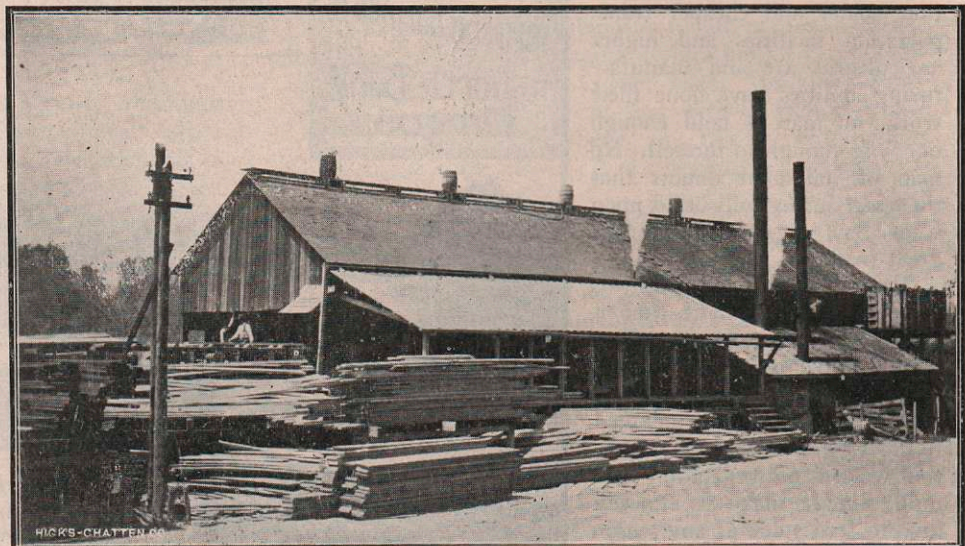
The Coos Bay harbor is about fifteen miles in length and is in the form of a semi-circle. It is completely landlocked and furnishes safe anchorage for vessels in weather most stormy. It is distant from Portland 250, and San Francisco about 400 miles, and the same from Puget Sound. It is 185 miles from the Columbia River, and 200 miles north of Humboldt Bay. It is nearest, by direct route, to Japan, Siam, China and the Philippine Islands, and in easy reach by water to Alaska. Vessels are never delayed in entering the harbor on account of stormy weather. With the variety and richness of resources immediately surrounding and tributary to it, it must come to the front not only as an important shipping point, but as a manufacturing center. It is the nearest coast outlet from Salt Lake City, and is the center of perhaps the largest and richest section of the United States not yet reached by a transcontinental railroad. From the advantages of this harbor, almost unrivaled on the Pacific Coast, we turn to the varied resources of the land, a large portion of which is almost untouched, and scarcely developed beyond a small percentage of its capacity. Chief of these is the timber. Nowhere can there be shown finer timber than clothes the hills of Coos County. The yellow and red fir leads in quantity and general utility. The extensive forests of these mighty monarchs are the pride of Oregon.

It is difficult for one who has not visited the coast to realize the magnitude of a tree that will saw lumber enough to build a seven-room house; yet there are scores and scores of such trees sawed in the mills of Coos County every day. Fir is a timber of great strength, being particularly suitable for stringers, joists, bridge and ship-building. But fir is only one of the many species of lumber turned out by the mills of Coos County. Myrtle grows in abundance and is exported in large quantities. It combines all the best qualities of maple with attributes peculiar to itself, being close, fine

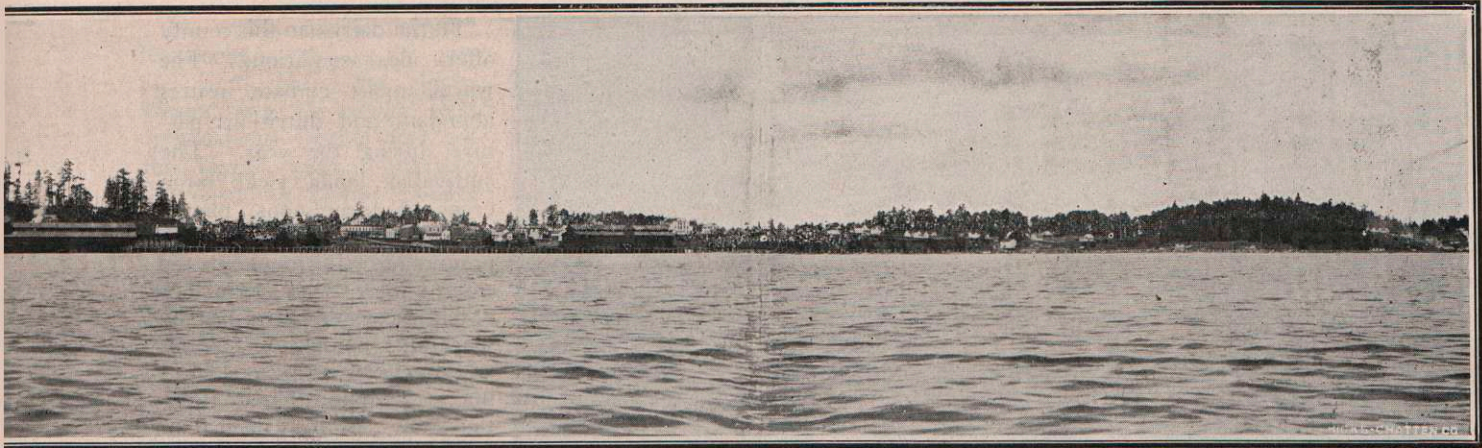
grained, very hard, and susceptible of a high polish. It is considered one of the most valuable woods grown. The variety known as black myrtle is particularly handsome for finishing purposes. Maple occupies a prominent place among the lumber products of the local mills, being especially fine for flooring and all inside finishing where a superior quality of finishing wood is required. It is found in immense bodies, along all of the water courses.

Alder is plentiful, and as it grows rapidly, it bids fair to remain so. This wood has been found highly satisfactory for split wood pulleys and makes fine finishing wood. A spool and broom handle factory would find this an excellent location. A very valuable lumber is the white, or Port Orford cedar, as it is commonly known. This timber possesses the finest qualities commercially of any timber on the market. The trees attain a remarkable height and are from two to ten feet in diameter on the stump. It is exceptionally clear timber and the largest trees are unusually free from hollow butts. The lumber has a highly aromatic odor, making it exceedingly valuable for chests, closets and ship building. It is absolutely impregnable to worms and other vermin, this being exemplified by the fact that vessels built of this timber on Coos Bay more than forty years ago are today perfectly sound.

There are many other varieties of timber found grow-



MYRTLE POINT MILLING COMPANY.



COOS BAY'S MAGNIFICENT HARBOR IN THE FOREGROUND.

ing on the hills of Coos County, only awaiting the lumberman's axe and saw to be converted into vast wealth. There are twelve large sawmills in the county, turning out an average of 50,000 feet of lumber per day and employing about 65 men each. There are many smaller mills situated along the different waterways. There are about 30 logging camps in the county, employing from 20 to 100 men each, which supply the several mills with their timber.

This is, in fact, almost an ideal location, viewed from the lumbermen's standpoint. Unlimited timber, numerous watercourses easy of access, and rapidly-growing facilities for reaching the outside market, combine to make a condition most favorable for this important industry.

Coos County holds the distinction of possessing the only shipyards in Oregon where ocean-going vessels are regularly built. There are two yards in constant operation, building and launching sea-going vessels of every description, etc., and two boathouses devoted almost exclusively to building gasoline and steam launches for the bay and the numerous rivers and streams. One shipyard alone has built and launched over 50 vessels. At present there are about 63 gasoline and steam launches plying

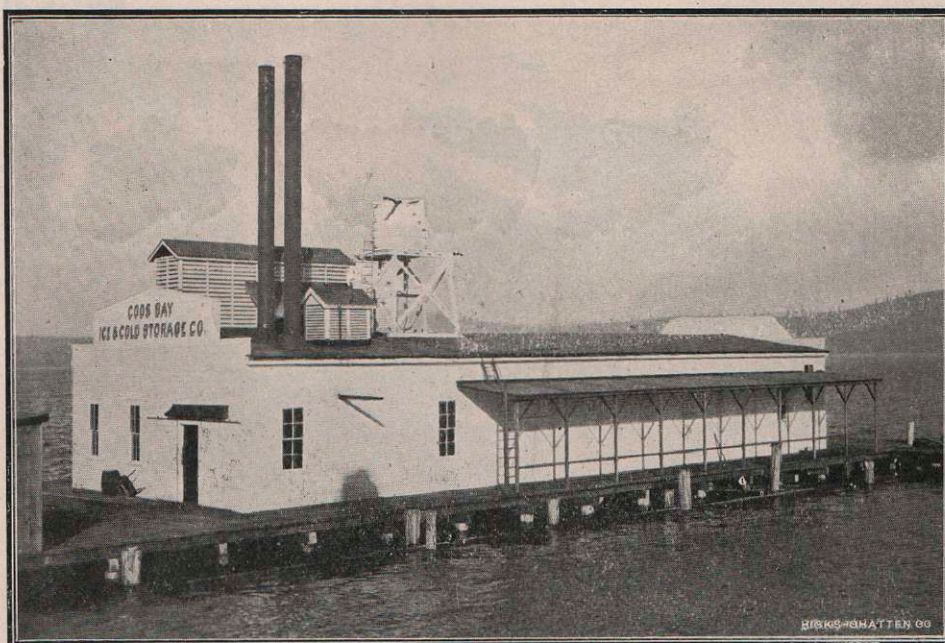
the bay and rivers and their numerous tributaries.

Coos County can also boast of having its share of mineral wealth. There are quartz mines on Salmon, Johnson Creek and the South Sixes. The properties of the Midas Mining & Milling Company, situated 33 miles south of Myrtle Point, consists of twelve quartz claims and four placer claims. A five-stamp concentrating mill, complete, is in operation on the properties. This company is now carrying on a general line of development work, constructing tramways, sinking shafts and running tunnels, preparatory to enlarging its plant.

Another promising property is the Commander mine, situated on the South Sixes. It is being improved by a new flume and 60-foot dam, which, when complete, will furnish 2160 inches of water at the mine with a 250-pound pressure. The Sixes mines, the Salmon-Mountain mines and the Johnson Creek mines all evidently belong to the same mineral belt, and the immense quantities of gold which have been found in the beds of these streams, besides that which still remains, must certainly have been deposited there by slides breaking away from the adjacent mountain, and carrying down a portion of one of these rich gold-bearing ledges. But the greater amount

of interest is displayed in the coal beds. The United States Geological Atlas shows the coal-bearing area immediately surrounding the bay to be about 400 square miles. The veins are of the blanket variety and vary in thickness from one and one-half to twelve feet. There are at present only two mines being worked on a large scale. One at Beaver Hill operated by Spreckles Bros., of San Francisco, on a branch of the C. B. R. & E., standard gauge railroad; the other at Libby, owned by the Oregon Coal & Navigation Co., about three miles from Marshfield, reached by a narrow gauge railroad.

There are three ocean steamers carrying coal from the two large bunkers at Marshfield. This coal finds



COOS BAY ICE &amp; COLD STORAGE COMPANY.



SAW LOGS BEING LOADED ON CARS.

a ready market in San Francisco, and as it can be produced in unlimited quantities and can be laid down at the wharves so cheaply, it is sure to play a most important part in the building up of manufacturing industries and adding to the commerce and wealth of this port. To give an idea of the value of a coal-bearing area, from a tonnage standpoint, one acre of our best coal lands will furnish as much tonnage for vessels or railroads as an acre of wheat will furnish in from 10,000 to 20,000 years. From this fact, too, a relative idea of its wealth-producing capacity may be drawn.

To the dairyman this county offers ideal conditions. The warm, moist climate insures abundant and nutritious pasture during the year. The cultivated lands yield large crops of leguminous plants, rich in the essentials of milk production. Throughout the county there is an abundance of purest water, furnished by sparkling mountain streams and perennial springs. Dairying is receiving much attention now as a sequence of profitable stock raising. Many farmers have cream separators and most of them sell their milk direct to the local creameries and the milk condenser. This has led to a careful selection of milch cows.

Within the past two years the creamery and dairy industry has developed in a marked degree. Profits derived from this source show that the industry is a strong factor in the wealth-producing capacity of the county and will become more so.

The benefits that come to the people through creameries and dairies are many. The industry diversifies farming, and the competition it raises is an incentive to higher and efforts in cattle-breeding. Dairy farmers are taking an interest that has never been noted before in securing a high grade of stock.



SAMPLE OF COOS COUNTY SPRUCE.

In recent years dairying has taken a hold on the people, and there are eleven creameries in the county, four of which are located on Coos Bay, leaving seven tributary to the Coquille River, besides numerous private dairies. There are also eight cheese factories, five of these being situated on the Coquille River and the remaining three on Coos Bay.

The creamery and dairy industry alone is destined to support a population greater than the present population of the county.

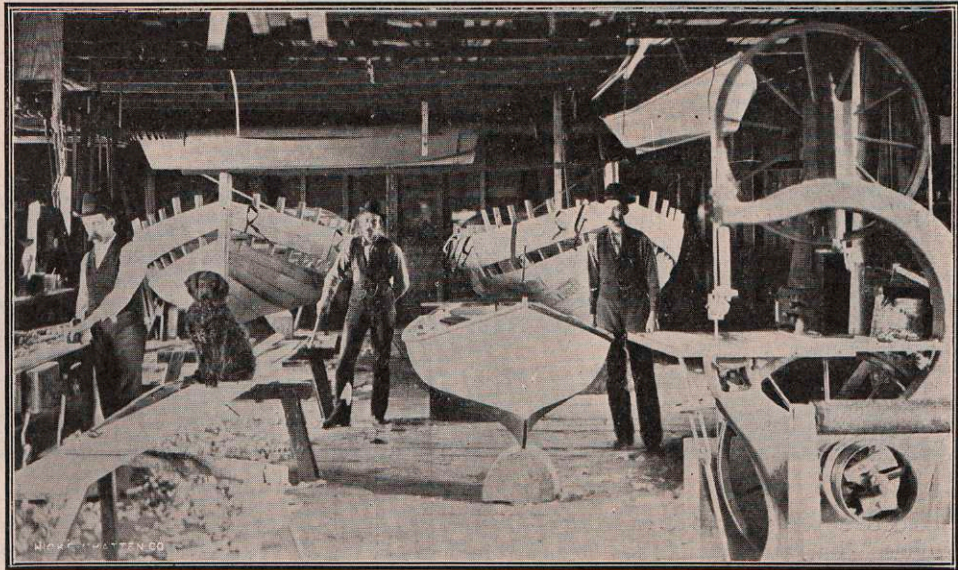
If the future of this section is to be determined by its adaptabilities, there is little doubt that stock raising is to form an important factor in the employment of its people.

The excellent pasturage throughout the year and the absence of snow or severe storms render the feeding of stock cattle unnecessary, and thousands of fatted cattle are shipped or driven from Coos County every year.

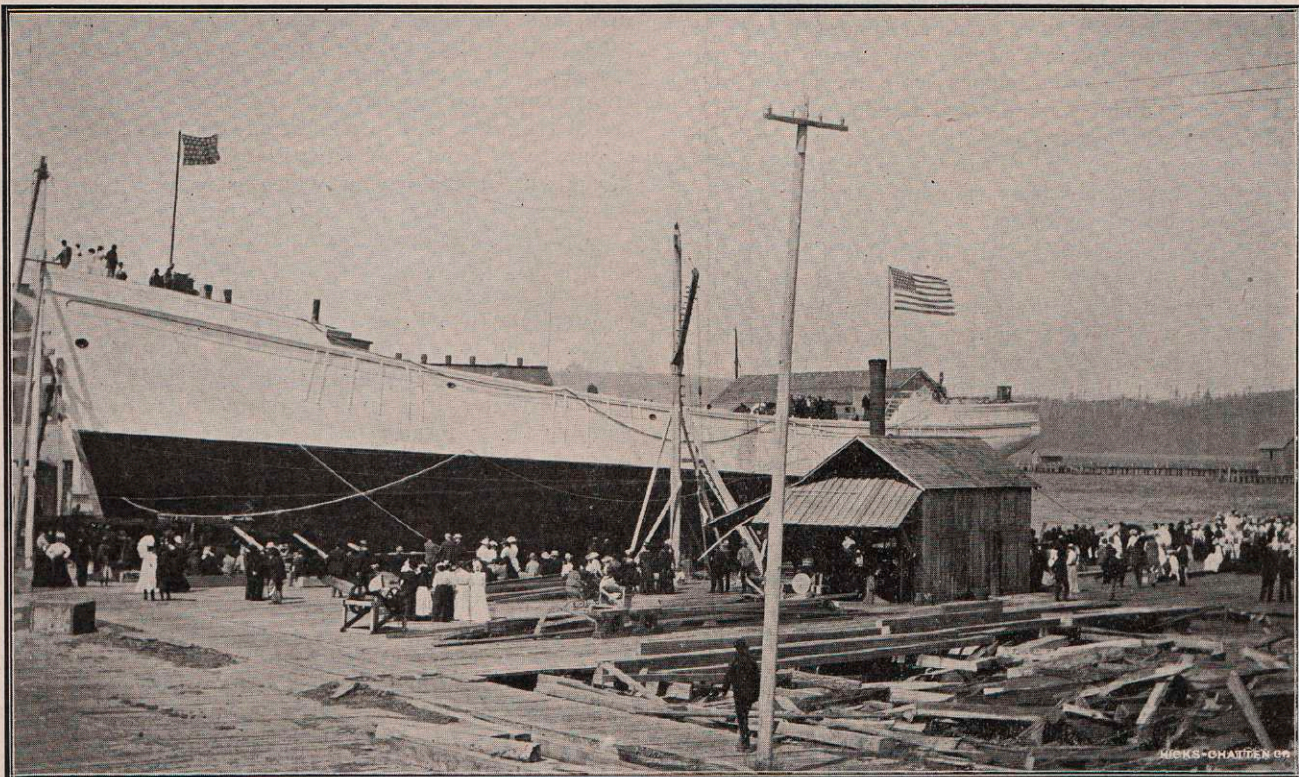
Salmon fishing is one of Coos County's important industries. Coos Bay and the Coquille River contain large quantities of chinook, silverside and steelhead salmon of excellent quality, and the Government hatcheries, which have been established on South Coos River and Coquille River, insure a continuance of the run. There are at present canneries and cold storage plants handling these fish in season. Large quantities of steelheads are shipped to Coos Bay, Umpqua and Rogue Rivers and packed by

the cold storage company at Marshfield. There are also crab and clam canneries which do a large export business. An experiment has recently been made in freezing Coos Bay clams in the same manner as Eastern oysters are prepared, and it has been proven very successful.

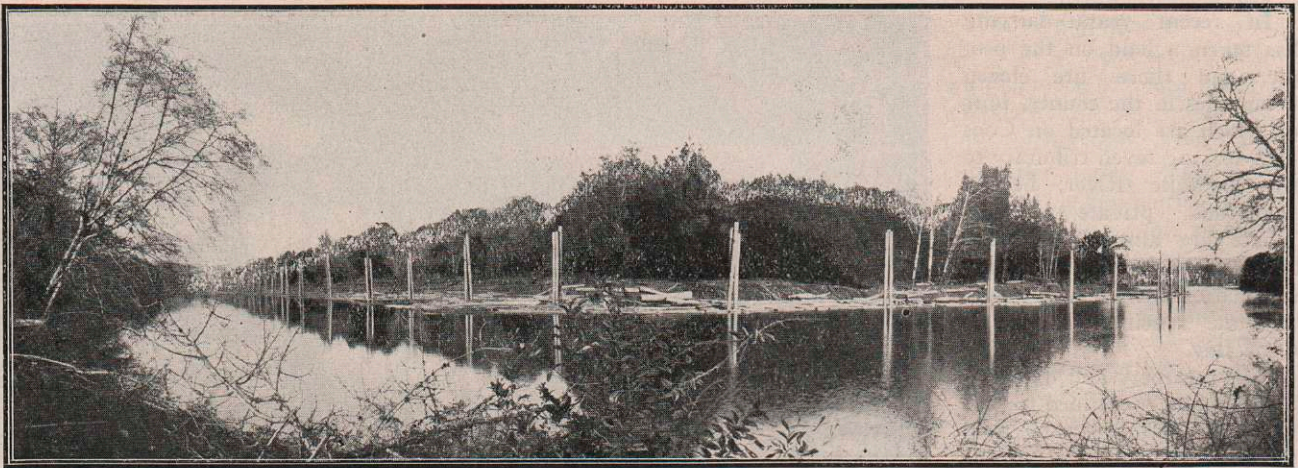
No section of the Pacific Coast is better adapted to general horticulture than Coos County. The fruit industry, yet in its infancy, is destined to become one of our leading industries. That our fruit should command the highest prices in the San Francisco market in competition with the State of California speaks volumes for its excellence. The annual production consists principally of apples, pears, prunes and cherries. In 1902 more than



BOAT BUILDING AT MARSHFIELD.



SHIP BUILDING IN COOS COUNTY.



BOOMING LOGS ON COQUILLE RIVER.

60,000 boxes of apples were shipped from Marshfield alone. The area suitable for horticulture is large. The soil and climate are here; only the horticulturist is wanting. Another branch of horticulture which gives great promise is the raising of cranberries.

Coos County contains the very best of sport for hunters. In this section deer, elk, bear, cougar, lynx, coon, beaver and other wild animals are numerous. The elk, the king of game animals, which is fast becoming extinct, still roams the woods at the headwaters of the Coos and Coquille Rivers. As many as fifty of these noble animals have been seen in a single herd in this locality within the past year.

The various rivers and sloughs and the sandhill lakes, of which there are a large number, abound in trout, shad and salmon. While the bay teems with flounder, perch, tom-cod, sardines, etc. Deep-sea fishing outside of the bay affords excellent sport for daring anglers.

Coos County has several thriving and enterprising little cities. There are three of these, Empire, North Bend and Marshfield, located on the bay, about three miles apart, and in the order named from the mouth of the bay. Myrtle Point, Coquille and Bandon are on the Coquille River, which is the outlet for lumber and dairy products in this section. These cities are all situated on navigable waters and have communication with the interior by regular stage lines.

Marshfield is located at the head of the bay, and has a population of 2300. It is supplied with water by a gravity system; has a fine electric light plant, city fire department with modern apparatus, and has communication with the outside world by Western Union Telegraph and long-distance telephone, besides having a daily mail service. In fact, this little city, with its enterprising merchants, representative professional men and tradesmen is a modern and up-to-date city. All of the freight and passenger steamers plying between this port and San Francisco, Eureka and Portland have their depots in Marshfield. It is the terminus for the A. B. R. & E., operated and owned in the county, which runs from this city to Myrtle Point, the head of navigation on the Coquille River. This railroad company has just completed a fine new depot here. All of the produce carried by this road is brought to Marshfield and shipped by vessels to other seaport cities. As the surrounding country develops, Marshfield is certain to grow into an important city. Its location and natural advantages would cause a permanent and steady growth. This fact, coupled with

another equally important one, the fact that its wide-awake and public-spirited citizens let no chance go by to add to its enterprise and business activity and to bring the merits of their home city to the public notice, will combine to make this one of the leading cities of Southern Oregon.

North Bend, a new town about three miles from the head of the bay, has enjoyed a wonderful growth in the past eighteen months. This thriving little city has graded streets, city water, electric light and a telephone system. On her water fronts are two large sawmills, a ship-yard, a large woolen mill, a complete and well-equipped sash and door factory, a milk condensing plant, machine shop and foundry, and the foundation is being laid for a veneering, furniture and box factory combined. All of the mercantile branches, trades and professions are represented here. Her people number about 1200, and as she already has much manufacturing she is sure to enjoy a rapid increase in population and wealth. North Bend and Marshfield each have a bank with a paid-up capital of \$50,000 and are known as the Twin Cities of the bay. From the natural growth of the two cities, one growing up the bay and the other down, it is expected that they will soon meet and possibly become one.

Empire is beautifully situated about four miles from the mouth of the bay at which is located the United States custom house, and is just across the bay from the United States life-saving station. One of the largest sawmills on the coast is located here, and also a salmon cannery and two crab and clam canneries. The water-front of Empire is worthy of mention and any growth of the bay is bound to make it an important shipping point.

One thousand people make their home at Myrtle Point; it is the center of a large dairy and stock raising community. It is located on a beautiful plateau near the junction of three streams whose valleys are very fertile. It is at the head of navigation on the Coquille River and the terminal point of the C. B. R. & E. railroad.

Myrtle Point is the supply point for a large territory, including the mines of the Sixes River, Salmon Mountain and Johnson Creek. Here is in operation a sawmill, a sash and door factory and a large creamery which turns out not only a fine grade of butter but a very superior quality of cheese in large quantities. The town has a bank, two good hotels and all of the perquisites of present day civilization.

Coquille City is the county seat and is a prosperous little city of 1200 inhabitants, located on a high tableland

on the East bank of the Coquille River. This slightly location affords a view of the extensive lowlands on the opposite side of the river and gives a glimpse of the Lower and Upper Valleys. The tableland on which the city is located contains about 100 acres of fertile land, affording ample room for it to expand. The C. B. R. & E. railroad passes through Coquille. The competition between the railroad and the river transportation company has reduced freight rates to a minimum, and the city naturally profits by these low rates, which enables it to compete with the bay cities in the sale of their various commodities. There are two sawmills, good hotels, and, as in the other towns of the county, we find all of the business houses and all the conveniences of a modern town. The city has an adequate water system, cold spring water being piped from the mountains to a storage tank of 500 gallons capacity. This is sufficient for city use and also affords an abundance of water for fire protection. The electric light system is most satisfactory, as is also the telephone system. Like Myrtle Point, this town is a supply point for a large dairying, stockraising and mining country.

Bandon is a coast town numbering about 800 in population, located at the mouth of the Coquille River, where there is a good harbor. In the way of manufactories the town has broom and axe-handle factories, a salmon cannery, and there are good prospects of a large pulp and

paper mill and woolen mill soon. The Government light house and life-saving stations are also found here, the former being directly across the harbor from the town. Bandon is the commercial center for a large surrounding dairy country, and handles its share of the products of the many creameries along the Coquille River.

It is impossible in an article as short as this must necessarily be to give even passing mention to all the advantages of a region so wonderfully blessed by a provident nature as Coos County. Columns might be written descriptive of this county and its thriving little cities where one has only room for paragraphs. Tourists who visit this section invariably express unbounded delight in the beautiful scenery of this region which is not surpassed anywhere on the Coast. With the coming of a transcontinental railroad, which must of necessity be soon, the country will leap into prominence, as it has in its borders all of the requirements necessary to make it popular with every class, including the capitalist, the home builder, the speculator and the laborer. Conditions resulting from influences now in operation are speedily carrying us onward to a realization of the magnificent resources of this county and its perpetually enlarging opportunities. There never was a more auspicious time than the present, and no place, of which we have any knowledge, offers a greater inducement for settlement than is offered here. Here we find civilization abreast with the world, ready



to do its part in lifting all mankind to higher standards of character and usefulness. Seekers of homes, where they may secure them at a price that must certainly advance under the development that is going on, and a place where they may secure religious, intellectual and social advantages of the highest standard, can find no other place where their desires can be more surely gratified than in Coos County.

The Commander mine, at South Sixes, one of the most promising mines in Oregon, is being developed very rapidly. The flume is now under construction and one and a quarter miles are now completed.

Captain S. H. Whitney writes that the proposed flume is now under construction. The 60-foot dam, when completed, will furnish 2160 inches of water at the mine with a 250-foot pressure. Sixteen men are now at work on the mine and on the trail, which is four miles in length and nearly completed. Captain Whitney has built a sawmill the past summer and a dam 24 feet high which he has marked with a pen on the map. The mill has a capacity of 3000 feet per day. The object of the company has been to complete the dam and flume by October 1, and equip the placer mine with the best of modern appliances comprising two No. 3 ball-bearing giants, one 1500-gallon self shooter and a derrick and hoist with a lifting capacity of 20 tons. This will enable him to move 5000 yards of gravel every twenty-four hours. The gravel deposit has an average depth of 150 feet, and from a winter's run, gave an average of 25c per yard through the entire depth. There are six claims of 20 acres each, making 120 acres of this ground, and it is marked on the map as the "Great Gravel Deposit Nugget Patch."

The quartz claims are the Commander No. 1 and No. 2, which have a ledge three feet wide of tebride ore, with a mill test of \$100 in gold, per ton. The Holy Terror has a ledge of refractory ore, 30 feet wide; assav tests, gold 2 ounces, 4 ounces of silver, 20 per cent lead, 2 per cent copper per ton. There has been 250 feet of tunneling and shaft work done on the Commander ledge all in ore, and the Holy Terror has been opened by five open cuts across the ledge in a distance of 3000 feet. The company will erect a crusher and a matting furnace on this property soon.

Geo. H. Hall, manager of the Midas Mining & Milling Company, writes as follows:

The properties of the Midas Mining & Milling Company are situated in Coos County, Oregon, 33 miles south of Myrtle Point. They consist of 12 quartz claims, four placer claims, and a five-stamp concentrating mill. This company is now carrying on a general line of development work, constructing tramways and sinking shafts and running tunnels, preparatory to enlarging its plant, and is now preparing to build a wagon road to connect with the main road.

These quartz properties have been by surface work proven to be of good values, and in places where deeper work has been done they are shown to be permanent, and as depth is attained they show greater values. It is now the intention of this company to install electric power and machine drills to expedite the development of these claims and to get as great a depth as possible.

The placer claims have been partly worked in a crude way, by the sluice-box process, and have been proven to yield good returns in coarse gold, nuggets having been picked up on bedrock ranging from \$1.00 to \$65.00. Many, in fact a large percentage of all gold found in these placers would average from \$8.00 to \$12.00 in size nuggets. It is now the intention of this company to place bedrock

flumes and work these claims extensively. With the present process of reducing ores, the company expects to determine the most practical and economical way of treating these ores, and to ascertain the most practical plant to handle the ores of this section in large quantities, either by cyanide or smelting, and when these processes are fully determined the company will then enlarge the output of these claims to upwards of 100 tons per day.

The Myrtle Point Mill Company is an incorporation, capital stock \$25,000. P. L. Phelan, F. N. McLean and W. E. Pike are the incorporators and stockholders. They have a mill of 35,000 per day capacity, a planing mill in connection, and general merchandise store at Myrtle Point one mile from their mill. They supply the local trade and ship the balance of their output to California. They have owned and operated this plant for about one year, and have made and are still making very extensive improvements.

## Concerning Sacajawea

It is encouraging to note the interest which is being aroused in distant states regarding the Sacajawea statue. The Dallas News, of Dallas, Tex., says, in a recent issue: "Miss Alice Coopers' model for the statue of Sacajawea, the 'Bird Woman' who accompanied Lewis and Clark on their memorable expedition, has been finished, and the making of the larger model eight feet in height preparatory to the bronze figure will follow shortly. \* \* \* Miss Coopers' statue represents a young Indian squaw clad in fringed buckskin garments. She carries her papoose strapped to her back. The pose suggests the explorer and pioneer; the figure is apparently advancing, and the action telling vitally in the model; the face of the young Indian is uplifted and wears an expression of idealized wonder; the upraised hand seems to be parting the branches of the forest path. The sculptor has shown fidelity to the traditions of the intrepid woman who led the white men on their perilous journey. The spirit of the immortal Sacajawea is portrayed, and the 'Bird Woman' is lifted by the hands of art from the degrading characteristics which mark the features of her descendants among the Shoshone or Snake Indians of her tribe today. Miss Cooper is a Western girl, a graduate of the Chicago Art Institute."

Mrs. Festus Foster, president of the Second District Federation of Idaho, extended an invitation to the Sacajawea Statue Association to attend the state convention at Boise, October 12-15, to there present its project and to speak on the matter of the Lewis and Clark Exposition. The Oregon State Convention meets at Baker City, October 12-14, but it is expected that arrangements will be made to send some representative to Boise before the close of the convention there. Should this be found to be impracticable, however, the matter will be brought before the Boise gathering in the form of a communication, trusting that the progressive women of the sister state will do their duty in the matter.

Among the additional conventions which will come to Portland next year, is the Associated Fraternities of America with chances bright for securing the American Fraternal Congress. The Photographers' Association of the Northwest will convene here in 1905 and it is likewise probable that the California Association will unite with it. The Hoo Hoo will also meet in Portland in 1905.



## Building Contracts Awarded

In less than five minutes the State Commission settled the question at a meeting held September 30 as to whom the contracts for erecting the Machinery Building, Mining Building and Festival Hall were to be let. The bids submitted were as follows:

Robert Wakefield—Machinery, \$35,450; Mining, \$18,170; Festival Hall, \$18,245.

E. A. Lynds—Machinery, \$39,917.40; Mining, \$14,685.60; Festival Hall, \$12,534.60.

Burrell Construction Company—Machinery, \$28,540; Mining, \$14,370; Festival Hall, \$15,330.

Goldie Construction Company, of St. Louis—Machinery, \$32,473; Mining, \$15,440; Festival Hall, \$13,740.

J. E. Bennett—Machinery, \$32,450; Mining, \$17,500; Festival Hall, \$23,800.

The successful bidders were the Burrell Construction Company and E. A. Lynds. To the former was awarded the contract for erecting the Machinery Building and the Mining Building, at the amount of its bids—\$28,540 and \$14,370. E. A. Lynds' bid for the Festival Hall contract was the lowest submitted—\$12,534.60. Mr. Lynds is a local contractor and the Burrell Construction Company a California concern.

By reason of the money saved out of the \$80,000 set aside by the State Commission for the erection of these buildings, it will be enabled to carry out a cherished plan. At the meeting Commissioner Thomas, of the committee on Ways and Means, submitted plans for an Oregon Building. Advertisements for bids for its erection will soon be published.

The needs of the Educational Commission were not overlooked, for the commissioners voted it an advance of \$1,000. This will be expended in the purchase of paper of uniform style and quality to be given to the schools, so that the pupils may begin work on the exhibits.

The several counties of the state are to be advised to submit statements of the amount of money necessary to organize the separate parts of the exhibit. These estimates are to be returned ten days prior to the next meeting on October 13. At that time apportionments for county purposes will be made. To act as a further stimulus, Commissioner Harry offered a resolution, unanimously adopted, making awards of \$1,000, \$500, \$300 and \$200 to the counties making the best exhibits. No county failing to provide a representative to have charge of its exhibit, will be allowed to compete for these awards.

A unique proposition has been submitted by Captain Furneaux of the British ship Dumfrieshire to the Exposition management. He suggests that a "windjammer" be stationed in the harbor near the grounds to give the uninitiated "landlubbers" an idea of life on the high seas. He proposes that some company be formed to charter a sailing vessel and man her with trained seamen, who would give daily exhibitions of just how a vessel is handled at sea. He suggests further that a small fee collected from all visitors going upon the ship would readily reimburse such a company. He thinks that bands should be provided and the decks cleared for all persons who might desire to engage in the mazy waltz or other dances.

On the evening of September 20, the Chamber of Commerce of Everett, Wash., appointed a committee to arrange for a suitable exhibit at next year's Exposition in Portland. Three previous attempts were made to provide an exhibit at St. Louis, but these met with flat failure. The Everett Record says that the business men of that city "are practically united in favor of a first-class exhibit at Portland, where, while the crowd won't be so large as at St. Louis, it will be of a superior character, so far as the interests of the Northwest are concerned."

It is possible that English royalty will be represented at the Lewis and Clark Fair next year. A dispatch from Vancouver, B. C., under date of September 22, states that His Royal Highness, the Prince of Wales, will visit the Pacific Coast in 1905, the year of the Dominion Exhibition at New Westminster and the Lewis and Clark Fair at Portland. One of the most important duties of His Royal Highness, should he come, as expected, will be to open the exhibition at the city on the Fraser, named by his late grandmother, Queen Victoria, after old Westminster.

To the credit of the Exposition management be it said that all the "fake" shows which have applied for concessions have thus far been "barred out," to use a convenient phrase. Latest advices show that Mr. Wakefield, director of concessions, is at St. Louis securing special shows of interest and value. The local officials are kept busy answering letters from showmen who desire to come to the Exposition. Among the attractions already secured may be mentioned the \$75,000 "Creation" spectacle and the "Round the World by Submarine and Airship." The Fair management is endeavoring to weed out all "fake" and unworthy propositions.

Charles E. Ladd, of Portland, recently received word from Frank Brown at St. Louis, superintendent of his famous Oak Hill herd of Shorthorns now on exhibition there, that the following awards had been made to his animals: Banton Ensign, bull 3 years old and over, sixth place; Capital, yearling bull, fourth place; Banton Broadhocks, yearling bull, fifth place; Orange Blossom, cow 3 years old and over, first place; Lady Doreathie, cow 2 years old and under 3, third place; Matchless 25th, cow 2 years old and under 3, fourth place; Lady Portland, cow 1 year old and under 2, second place; Matchless 26th, cow 1 year old and under 18 months, fourth place.

A recent visitor to Portland was F. Hamilton Sawyer, financial manager of the Brazilian Review, published at Rio de Janeiro. Mr. Sawyer came here to investigate the possible scope of the Exposition next year and to communicate his impressions to the Brazilian Commissioner at St. Louis. He was greatly pleased with the Fair site and enthusiastically expressed himself as to the scenic beauty of the grounds. He will recommend that the Brazilian Government make an exhibit. Mr. Sawyer says that in case it should decide to do so, it is probable that the greater portion of its exhibit now at St. Louis, will be sent to Portland. The exhibit will probably include the many varieties of coffees for which the South American country is noted, and, in addition thereto, minerals and precious stones, besides the famed sandalwood, mahogany, rubber and lignum vitae, all of which are indigenous to Brazil.

## An Interesting Document

A Bulletin, printed in the Spanish language under the authority of the several South American Republics, was recently received in this city by Major Alfred F. Sears, who has made a most interesting and creditable translation therefrom. From the Bulletin it appears that the thinking men of the South American Republics are giving publicity, in an official way, to the Lewis and Clark Fair. The document is a concise and correct epitome of early American history, paying particular attention to the acts which led to the acquisition of the territory now comprising the United States and its possessions. It speaks of the Centennial at Philadelphia in 1876, in commemoration of the completion of the first century of American independence. It then speaks of the acquisition of the Louisiana Territory, now being celebrated at St. Louis. The familiar facts regarding the Lewis and Clark Expedition and the potent part Thomas Jefferson played therein, together with the wonderful results which followed from the acquisition of "the Oregon Country," are all concisely and succinctly stated. Of Oregon and the Lewis and Clark Expedition, the Bulletin says:

The acquisition of Oregon gave the United States of America a considerable portion of the coast of the Pacific Ocean. It may be said to be one of the causes that led later to the acquisition of California, and ultimately to Alaska, Hawaii, Guam, and the Philippines may also be considered its direct consequence. And as the expedition of Lewis and Clark has produced these ultimate results, it is but just to regard it as one of the transcendent events in the history of the country.

Again the Bulletin says:

The expedition of Lewis and Clark, which secured to the United States of America in the year 1803, under the presidency of Thomas Jefferson, the dominion over the Pacific Coast, with its commercial and political consequences of every kind, will be celebrated on a grandly brilliant scale in the City of Portland, in what is now the State of Oregon, the final theater of that transcendent event.

## Inside Inn for 1905

The crying need of Portland for a long time has been "more hotels." It has been pointed out, time and again, that something ought to be done in this direction. Within the past two years the population of the city has increased about 25,000. Many conventions of various kinds have arranged to meet here next year, and these, with their thousands of delegates, added to the myriads who will make Portland their Mecca during the Lewis and Clark Exposition, have accentuated the need. It has been freely acknowledged on all sides that the present accommodations are inadequate, and all have sought for some solution of this vexed question. Recently applications were made to the Exposition management by the Inside Inn Company, of St. Louis, through Mrs. McReaden, for concessions in this direction. It is of some satisfaction to be able to announce that even though the St. Louis people and the Exposition management may be unable to come to terms, such a hostelry as is befitting the dignity of the great Exposition is bound to be forthcoming. It is reported that A. L. Mills, J. C. Ainsworth, Walter Burrell, T. B. Wilcox and W. M. Ladd will undertake to see that Portland's visitors are not minus proper accommodations. The reported plan is to allow the St. Louis concessionaires, if such they are to be, to erect a hotel within the grounds larger than the already famous

one at St. Louis, and one which shall contain not less than 1000 rooms. It is practically assured that the hotel question is partially settled at least. It has been pointed out that such a hotel as that proposed will be able to accommodate all, or nearly all the great conventions which will be held here next year. It is claimed that the investment will be a safe one, even admitting that the building will but be a temporary structure erected for a temporary purpose. This, then, in addition to other hotels and rooming houses that will undoubtedly be put up by private capital, will do much to exorcise the uneasiness that has been felt on the score of lack of sufficient hotel accommodations.

The railroads are already beginning to fall into line for the big Fair next year. The Missouri Pacific Railway announces that it will have a personally conducted excursion to the Exposition, which is now being organized under the direction of A. A. Deane, Jr., of Indianapolis, Ind., a traveling passenger agent of the company. A special Pullman train will proceed from the Hoosier metropolis via St. Louis. The itinerary will include Kansas City, Colorado Springs, Denver and Salt Lake City, and will allow for a stay of three days in Portland. The return trip will be made by way of San Francisco and Los Angeles. The Denver & Rio Grande has issued circulars advertising special excursions next year to the 1905 Exposition, which will be specially conducted. These will be made via St. Louis and Kansas City, and will include California points with stopovers at Denver, Colorado Springs, Manitou, Glenwood Springs and Salt Lake City. The dates will be announced later.

A. B. Smith, Assistant General Passenger Agent of the Northern Pacific at St. Paul, Minn., in a recent interview, says many kindly things about the Great Northwest and its resources and development since the expedition of Lewis and Clark, a century ago. He makes a splendid suggestion as follows, which ought to be carried out:

Congress should convene early in the Fall of 1905, on a special train, with every representative of that body, for a tour of the great West, going out by Southern lines, spending enough time in the West to see and understand its value, and return home over the Northern lines, via St. Paul and Chicago, with a broader grasp of the entire country and a more catholic idea of what can and should be done to develop this Western Empire, which is to be the home of unborn millions of their countrymen.

A. M. Cleland, general passenger agent of the Northern Pacific, with headquarters at St. Paul, Minn., was in the city recently on his first trip since his accession to that position as the successor of Chas. S. Fee. Like all others, he expressed himself as favorably impressed with the site of the Lewis and Clark Fair. Mr. Cleland stated that the 1905 Exposition is being well advertised in the East and that his company expects a large amount of travel over its line next year in consequence.

September 16 a distinguished party of Canadian Pacific Railway officials who arrived in the morning in their private car, the "Alberta," paid the officers of the Lewis and Clark Fair a friendly visit. The party comprised Robert Kerr, passenger traffic manager, Montreal; C. E. McPherson, general passenger agent, Winnipeg; E. T. Coyle, assistant general passenger agent, Vancouver, B. C.; E. B. Calder, traveling representative of the line.

# Kelso, Washington

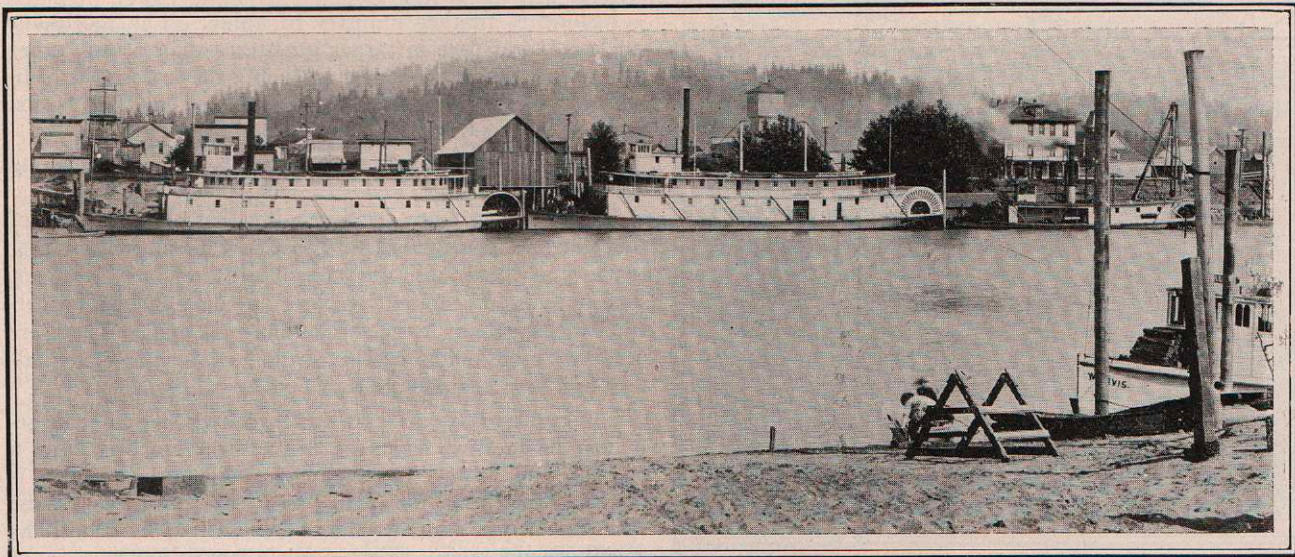
With keen insight into the possibilities and resources open for development, in 1884, F. W. Crawford, a sturdy pioneer, platted a new town on the east bank of the Cowlitz River, in Cowlitz County, only four miles from the majestic Columbia River, the southern boundary of the thrifty State of Washington. In remembrance of the city in Scotland where his boyhood had been passed, he named it Kelso, and the thriving, progressive, active little city which has sprung into existence on this site is a lasting monument to the business sagacity of the founder. An infant in 1884, in 1885 Kelso numbered 300 inhabitants; in 1900, 700; and today the little city has a population of 1200, and every evidence that this will double or treble in the next few years. And, indeed, it would be difficult to conjecture any reason why such should not be the case, as Nature and man have combined to make the location ideal.

Situated at the head of the Cowlitz Valley, a particularly fertile region, and surrounded by the most magnificent bodies of timber, which are easy of access and hold in their depths unlimited wealth for the lumberman and manufacturer, with the best of transportation facilities, and a wide-awake, up-to-date business element who miss no opportunity to push to the front the advantages in their possession, there is every reason to believe that ere many years pass a large manufacturing center will have grown up here.

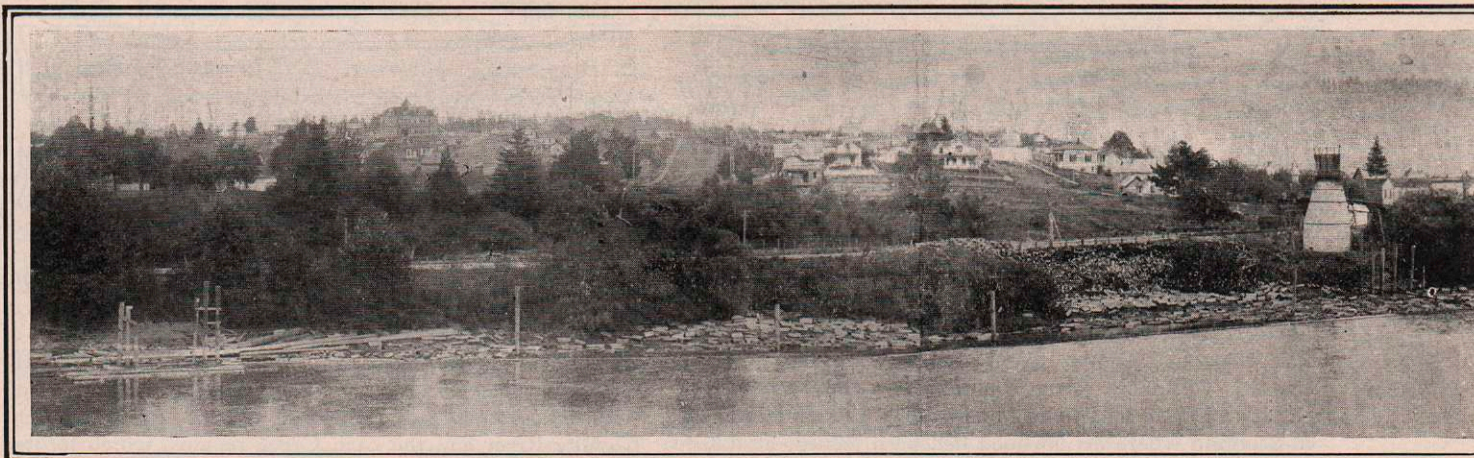
It is impossible in an article as brief as this must necessarily be, to more than touch upon the many sources from which prospective investors and homeseekers may hope to build up fortunes. So bounteous has provident nature been that one is embarrassed where to begin to enumerate the inducements spread before the man in search of a location where he may build his home and wisely invest his capital. The State of Washington must ever be well in the lead

with respect to lumber and its manufacturers as it contains the finest bodies of growing timber to be found in the world, and the region tributary to Kelso is capable of tremendous development along this particular line. Indeed, it is doubtful if there is anywhere to be found conditions more thoroughly favorable to this industry. The Cowlitz River and the Coal Creek regions, which lie just to the west of Kelso have long been the scenes of activity among the rafting and logging companies, and are recognized among those familiar with their capabilities as among the best in the state in point of quality of logs and the ease and economy with which they are marketed to the manufacturing concerns along the Columbia and Willamette Rivers. But vast and apparently inexhaustible as is this territory, Kelso has another and even more important contiguous timber tributary in the district known as the Coweeman country.

Just to the east of the little city flows the Coweeman River, which has its source in the melting snows of Mount St. Helens. This river passes through one of the richest timber sections in the United States, and we doubt if we would be found guilty of exaggeration were we to say in the whole world. Here the mighty monarchs are found in all the grandeur and beauty for which the forests of the Pacific Coast are justly famed. Small wonder that the Eastern lumberman, familiar though he may be with the timber of the Middle and Northern states, stands awed in the presence of these giants that seem to pierce the clouds, so high in the air do they tower. The red, yellow and white fir, the valuable red cedar, and the best of hemlock are in the most profuse abundance. Some idea of what we mean by abundance may be gained by a recital of the fact that there are fifty million feet of logs rafted down the Coweeman River every year, and there is enough first-



KELLOGG TRANSPORTATION CO. DOCK, COWLITZ RIVER.



VIEW OF THE WATER FRONT, KELSO, WASHINGTON.

grade timber in easy access of this one river alone to supply logs at the same rate for fifty years. This is the best of timber, and lumber and manufactured articles made therefrom rank among the best on the markets. Many logging and a rafting company operate along this river, which is spoken of and known as an absolutely safe river. It is a fact that a raft of logs has never been lost on this stream. This is explained when it is understood that this river empties into the Cowlitz about two miles below the town of Kelso and as the Cowlitz is a more rapid and turbulent stream it acts as a cushion to the more placid Coweeman. Large rafts of logs could be tied up with galvanized wire attached to twenty-penny spikes and be perfectly safe so easily do they ride in this stream.

With these facts made plain it is easy to see why Kelso is an ideal site for all kinds of wood-working manufactures. Though every foot of these logs passes her very doors on the way to market, as yet her facilities for handling it are very limited, and she must see it pass on to the mills and manufacturers at Portland, Oregon, fifty miles away, the largest lumbering city in the world. At Kelso, mills to manufacture not only lumber, but all the various kinds of wood-working establishments would find conditions the most favorable. It is not necessary nor desirable that they have large timber holdings, necessitating their maintaining

logging or rafting camps, and taking the chances of forest fires sweeping their possessions, but the logs will be delivered at their doors by the companies who ply their trade far in the fastnesses of the forests.

Nor is lumber the only available resource of this favored valley. Far from it. To the west croppings of first-class coal are abundant; a wide and clearly defined vein of seven feet extends over many miles and giving promise of adding materially to the wealth of this section as soon as capital sufficient to uncover it can be interested in its development. Already one mine is in operation and the output is of good quality and first-class market value.

No better dairying and stock raising country exists than is found on the Pacific Coast and this valley is no exception. The abundant rainfall, mild winters and cool summers produce the most abundant and luxuriant forage for stock, reducing the cost of feeding to the minimum. Dairy farms and creameries thrive and prosper to an unwonted degree. At Kelso a fine creamery is in operation and turning out products which cannot be excelled. This industry is only in its infancy and the opportunities along this line cannot be over-estimated.

Climatic conditions are such that fruits of all kinds flourish, no finer being raised, and this is a prime location for a cannery.

Fishing is another industry of value. The toothsome smelt is found here in larger quantities than at any other fishing ground on the Coast. During the season, the ordinary output per day from this point is from 600 to 800 boxes of 50 pounds each.

Superior clay for brick manufacture and fire clay abound in this vicinity.

We have seen from the foregoing that the resources of the territory contiguous to Kelso are unsurpassed; that there is at hand unlimited possibilities for development. The need is for capital. But resources alone do not attract the attention of the shrewd business man. There are other desirable points besides virgin forests and fertile valleys, and here again is Kelso a favored section.

The transportation facilities afforded always enter largely into the question when a manufacturing concern seeks a location and at this point they are unexcelled. Kelso is situated directly on the main line of the Northern Pacific transcontinental railway line, and, contrary to conditions usually found, such a thing as a car famine has never been known here. A call for cars invariably meets with a speedy



PUBLIC SCHOOL BUILDING.



VIEW OF THE WATER FRONT, KELSO, WASHINGTON.

supply. This is accounted for by the fact that the railroad is in direct competition with water navigation. There is a regular line of river steamers owned by the Kellogg Transportation Company, plying between this point and Portland, the metropolis of Oregon, with two boats having a combined capacity of 500 tons, making alternate daily trips, so that freight and passenger transportation facilities are of the very best, while there is competition enough to keep freight rates at the minimum for local use. The rate to the East being the same as from Portland, or Seattle, places Kelso on equal footing with the best. In addition to the above-mentioned river steamers, the Kellogg Transportation Company has a small boat of 50 tons which navigates the Cowlitz from Kelso to Toledo, Washington, 30 miles above. Near the mouth of the Coweeman River in the Cowlitz is a sandbar which obstructs navigation to some extent on extreme low water. This has been examined by Government experts, who report that a small amount of dredging and the construction of a comparatively inexpensive jetty would open the Cowlitz River so that ocean steamers and sailing vessels drawing fourteen feet of water, such as are in common use in Coast trade, could reach Kelso with ease. This matter will soon be taken up by the citizens through their Congressmen and an appropriation asked for, with every chance of being speedily granted. It is considered that this will be an easy matter as the expense is nominal compared with the advantages which will accrue to this section of the State of Washington.

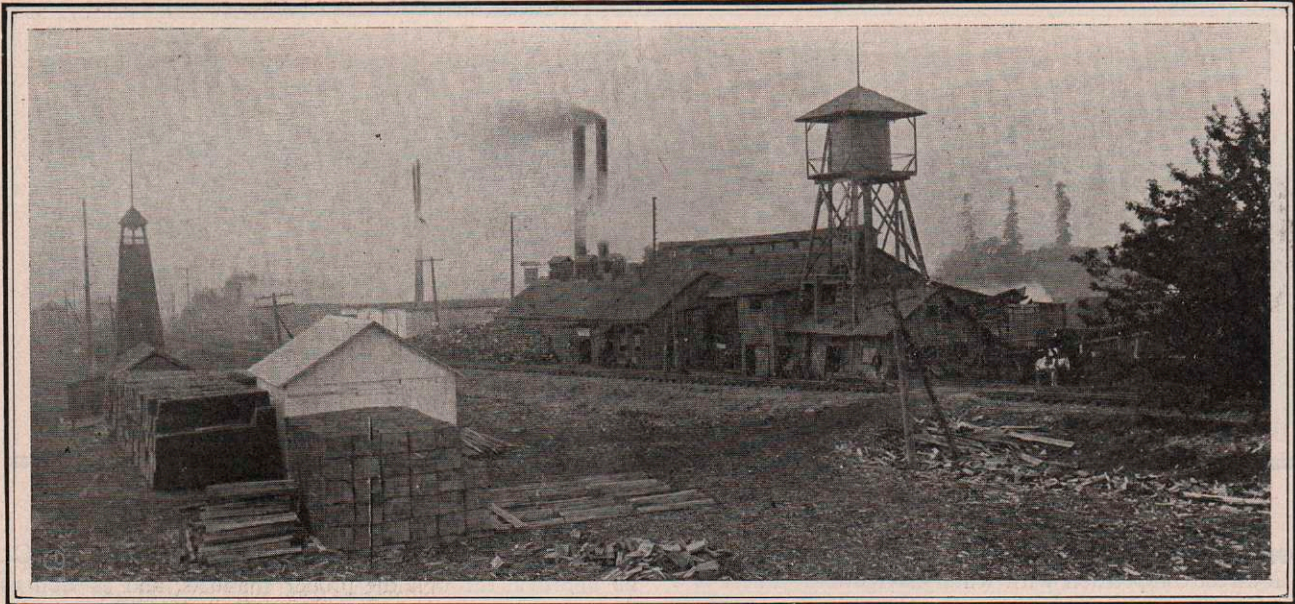
In connection with the possibilities and opportunities here found one naturally asks, what of the seat and center of this section? What advantages are there to be found for the home-builder and the citizen? Rarely will one find a city of the tender years of Kelso that has as much to offer. In addition to the accredited population of 1200 exceedingly vigorous and healthy people there are 400 inhabitants in the little town of Catlin, on the opposite bank of the Cowlitz River who will soon be added to the population of Kelso. The interests and aims of the two places are identical, so much so that it is deemed best by all concerned that they be incorporated in one city. At the present time they are connected by a cable ferry but in the very near future this is to be replaced by a draw bridge of the newest and most up-to-date plan. A stock company for this purpose has been formed, incorporated, the stock all subscribed and plans for the bridge drawn up, and the

same submitted to the Government at Washington, D. C., for approval through the proper channels, and as soon as they are returned work will proceed. Already the pile driver is in the river and at the earliest possible moment the construction of the bridge will be commenced. This bridge will add immeasurably to the convenience of the towns on both sides of the river. As an example of the liberality and public spirit manifested by the business men of Kelso we have only to mention that the \$10,000 necessary to insure the bridge was subscribed in a few hours.

The business interests of the city and adjacent country are handled by a club of eighty members known as the "Kelso Business Mens' Club." This club is live and progressive and doing good work in furthering the interests of the town and bringing its capabilities before the class of



PUBLIC SCHOOL BUILDING.



METCALF SHINGLE MILL; SECOND IN SIZE IN THE STATE, YEARLY OUTPUT 1,000 CARLOADS.

people most interested in the development of new industries.

The school advantages are usually a safe criterion of the enterprise of the community and here they are found unexcelled; two large commodious school buildings manned by a corps of efficient teachers afford educational advantages unsurpassed in many communities far older and wealthier. There are four churches represented here, each of whom have their own commodious and well-equipped

buildings. A weekly newspaper, telephone and telegraph service aid in keeping in touch with the outside world.

All of the usual interests of a lively business community are found here—a sound and conservative bank, good hotels, general merchandise, grocery, boot and shoe, drug, furniture, hardware and implement, and millinery stores, a logging tool works, markets and many other diverse interests are well represented. There are two large and finely-equipped shingle mills located right at the town



MAIN STREET OF KELSO, WASHINGTON, LOOKING EAST.



WASHINGTON RED CEDAR SHINGLE CO. MILL ON COWEEMAN RIVER.

which are turning out 500,000 of the finest shingles in the world every day. The Metcalf Shingle Company mill is second in size in the state, while that of the Washington Red Cedar Shingle Company has a thoroughly equipped plant located on the Coweeman River, where the finest cedar logs are available right at its doors. Kelso also has a hardwood sawmill, cutting ash and maple logs, a box and moulding factory and three sawmills with a capacity of 150,000 feet daily.

An electric light plant is in operation which has twice been enlarged and will soon again be increased to the capacity of 2,000 lights. Just recently a 35-year franchise was granted the Kelso Power & Light Company, to put in and maintain a water works system, and before this reaches the press work will have commenced laying the mains. This system will furnish an abundance of pure water for city use as well as adequate fire protection.

A matter of particular interest to the investor is the low rate of taxation. Last year the entire tax was but 33 mills; 23 mills of which was school, county and state and 10 mills city tax, which certainly speaks volumes for the ability and economy displayed by the city council and mayor.

A few enterprising men have recently purchased a tract of land admirably located and adapted for a city park and have given the city a several years' option on the same. It is generally conceded that this will eventually be purchased by the city, thus affording a site for a park of suitable dimensions and which may easily be made a very attractive spot.

Some of the more urgent needs of Kelso are wood-working manufactories of all kinds, canneries, brickyards, a laundry and capital to develop her adjacent mines and timber wealth. No better locality could be found for the capitalist or manufacturer and such are urged to investigate the possibilities of this region, where the citizens stand ready to assist heartily in all such investigation to the limit of their ability.



LEWIS AND CLARK JOURNAL.—The name is that of the official bulletin of the Lewis and Clark Fair which Portland, Ore., is making such elaborate preparations for. Its style and contents are in their qualities high recommendations for the Fair.—*Minneapolis Journal*.

Steps have already been taken to provide for a suitable fruit exhibit at the big Exposition next year.

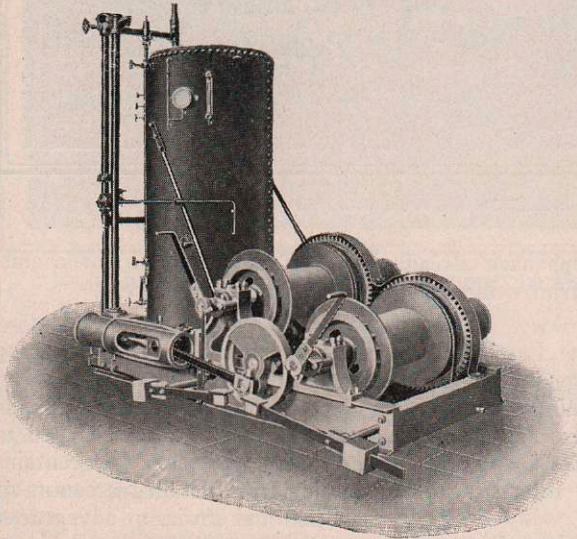
The Lewis and Clark Publishing Company is issuing a magazine which promises to do more toward advertising the West than anything yet attempted. The book made its first appearance January last, and will be devoted to the Lewis and Clark interests for two years. It contains many interesting articles, aside from detailed accounts of the Lewis and Clark expedition and stories of adventures, etc.—*Ione Post*.

Every thing looks good for the Lewis and Clark Fair. The government has made an ample appropriation and the work is being pushed forward with energy by the managers. The Exposition is issuing an elegant monthly called the LEWIS AND CLARK JOURNAL, for which the agents are soliciting subscriptions. The publication, mechanically, is a work of art and its contents replete with interesting matter relative to the Fair, the Northwest and the Orient.—*Republican*.

From now on the Lewis and Clark Exposition at Portland, Ore., to be held in 1905, will attract increasing attention, particularly in the Pacific Northwest, and it will leap to new prominence at the close of the St. Louis Exposition, the legatee of which it will be in a considerable degree. The progress of the preparations will be told in the official LEWIS AND CLARK JOURNAL, which appeared with January, and which is a handsome illustrated monthly magazine containing much of interest concerning the Northwest.—*Orchard and Farm*, San Francisco, Cal.

The *Sentinel* has received the first number of the LEWIS AND CLARK JOURNAL, which is to be issued monthly by the Lewis and Clark Publishing Company at Portland, Oregon. The JOURNAL contains about forty pages, handsomely printed on enamel paper, with high-class engravings and half-tones. The work of the JOURNAL is to furnish information about the Lewis and Clark Exposition, which will be held in Portland in 1905 commemorative of the 100th anniversary of the Oregon Country, comprising the present states of Oregon, Washington, Idaho and parts of Montana.—*Eureka Sentinel*, Nevada.

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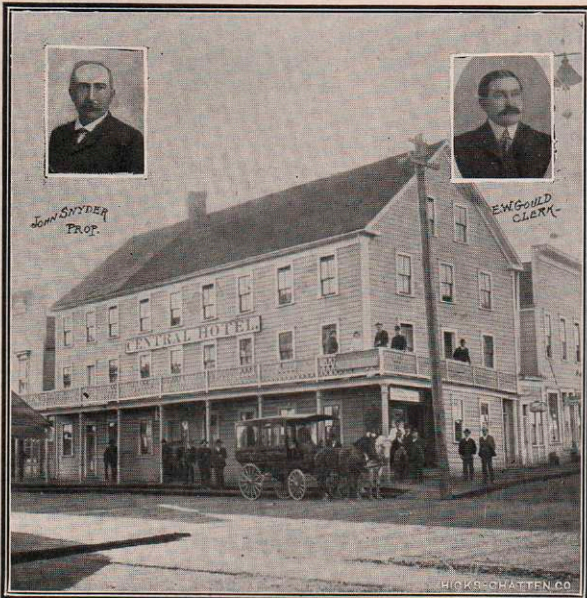
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## Thriving Washington Counties

**CLARKE COUNTY**, in the extreme southern part of Washington. It has perfect drainage, a variety of soils adapted to every kind of farming and fruit-raising; climate mild and free from sudden or extreme changes; the finest water in the world; an abundant timber supply, mostly fir. Its industries are cheese and butter-making, fruit and vegetable canning, logging and lumbering, Italian prune growing and packing, poultry and cattle-raising, and general farming. VANCOUVER, county seat, on the Columbia River, the Hudson Bay Company established their first fort and trading post in 1824. It is now the most important city in Southern Washington, has hourly connection with Portland by ferry and electric line; railroad connection via Northern Pacific railway with the world; fine harbor. Has exceptional facilities for lumbering, manufacturers, and commercial pursuits. Sash and door factory and other similar enterprises wanted. Camas, well known for its paper mills, its school and churches, its beautiful lake and large water power. Ellsworth, "that enterprising hamlet," six miles above Vancouver, attracts attention. Ask why? Washougal, 15 miles east of Vancouver, is an important river shipping point, surrounded by a prosperous dairy, horticultural and agricultural district; important mining interests. For reliable information concerning Clarke County, address J. H. Ellwell, Vancouver, Wash.

**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 Olegua 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 3,000; 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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LaGrande Investment Co., 1110 Adams Ave., LaGrande

## THE WILLAMETTE VALLEY

**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. Rv., 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. Rv., 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, slightly 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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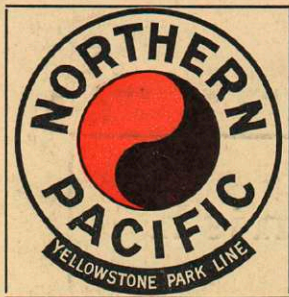
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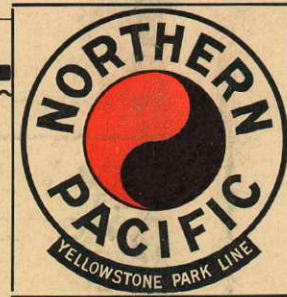
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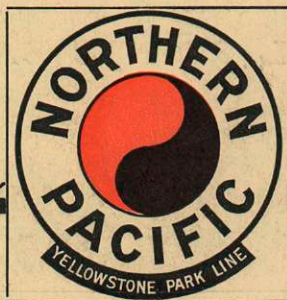
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