

Progress of the Exposition fully illustrated in this Number

LEWIS & CLARK JOURNAL



OFFICIAL PUBLICATION OF THE LEWIS & CLARK FAIR

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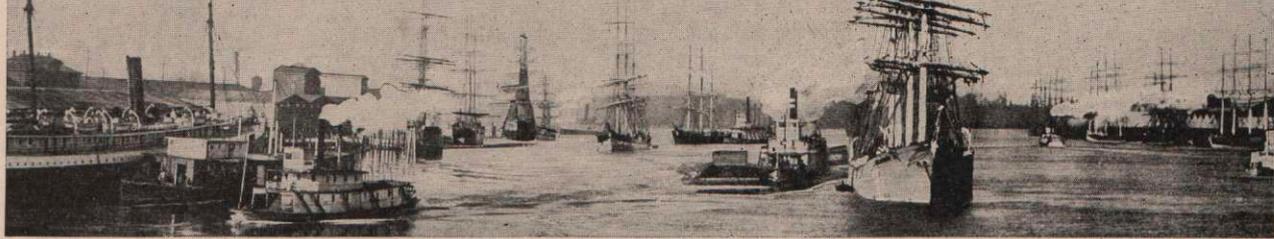
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The Lewis and Clark Journal



Vol. II

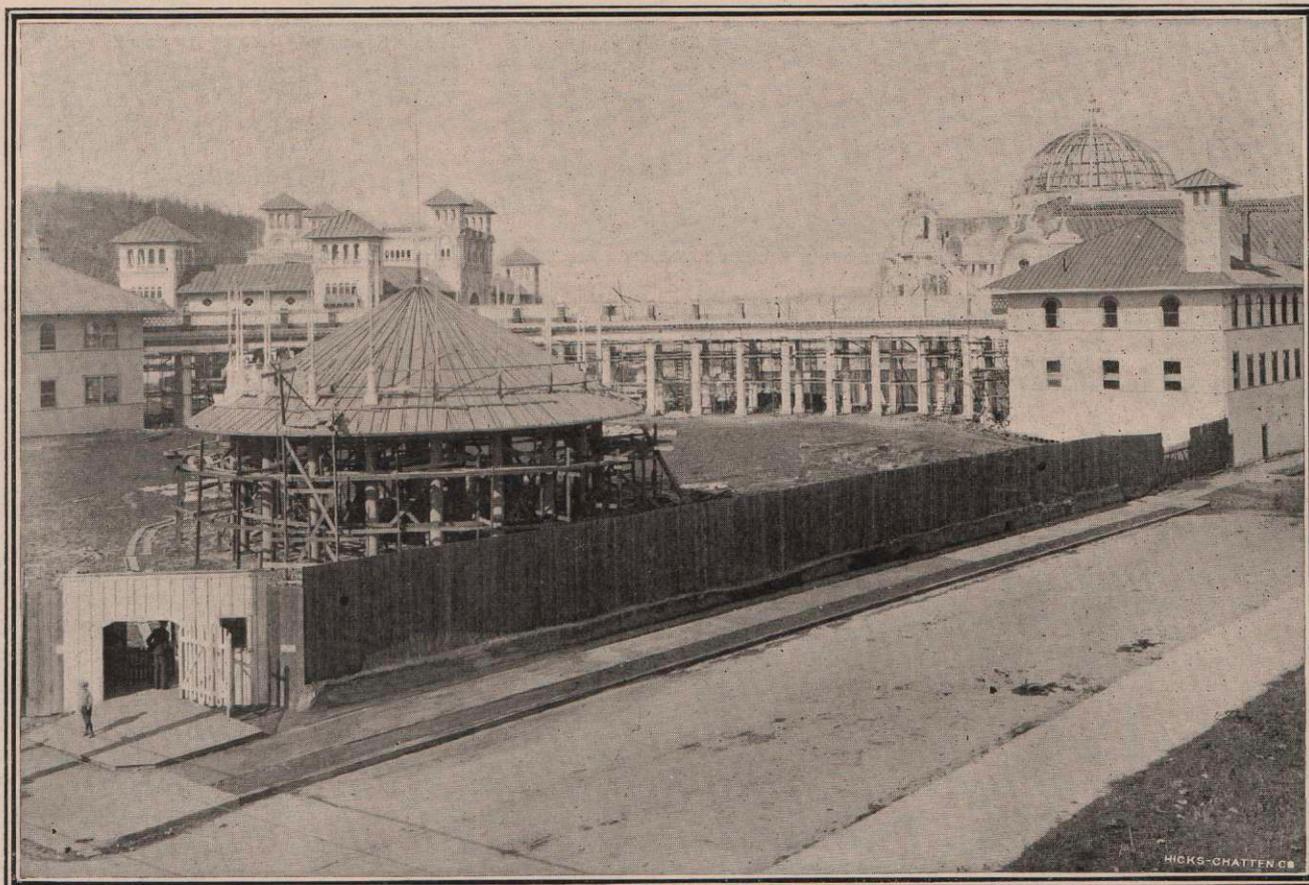
PORTLAND, OREGON, NOVEMBER, 1904

No. 5

Buildings Ready on Time

UPON THE undulating slopes of Centennial Park smiling with June verdure and roses, under the brilliant rays of as fair an autumnal sun as ever shone, a great white city of architectural wonders grows apace. Colonnades, minarets, massive domes and pillars are rising majestically into place, filling out a picture of consummate

grace. Unobtrusively, yet surely, swiftly, is Portland's World's Fair reaching the stage of big actualities. As the scaffolding work comes down and the last touches are being put on the walls and cornices of the main structures in the central group around Columbia Court, there gleams across the far-spreading valley, sights that make the beholder marvel much. Against a background of the



GRAND COLONNADE ENTRANCE, TWENTY-SIXTH AND UPSHUR STREETS, SHELTER PAVILION IN FOREGROUND, LOOKING THROUGH COLUMBIA COURT TO GUILD'S LAKE.

HICKS-CHATTEN CO.

vivid evergreens and autumnal foliage the classic outlines of the palaces stand boldly out.

The regiments of construction forces compel surprises repeatedly to those who do not often see the grounds. Some thousands of people who pass through the grounds every week are satisfied, apparently, that the Pacific Northwest will give its international show on time, and as planned. "Will it be ready on time?"—the most common question asked in connection with World's Fair matters—may be answered by some such summary as this:

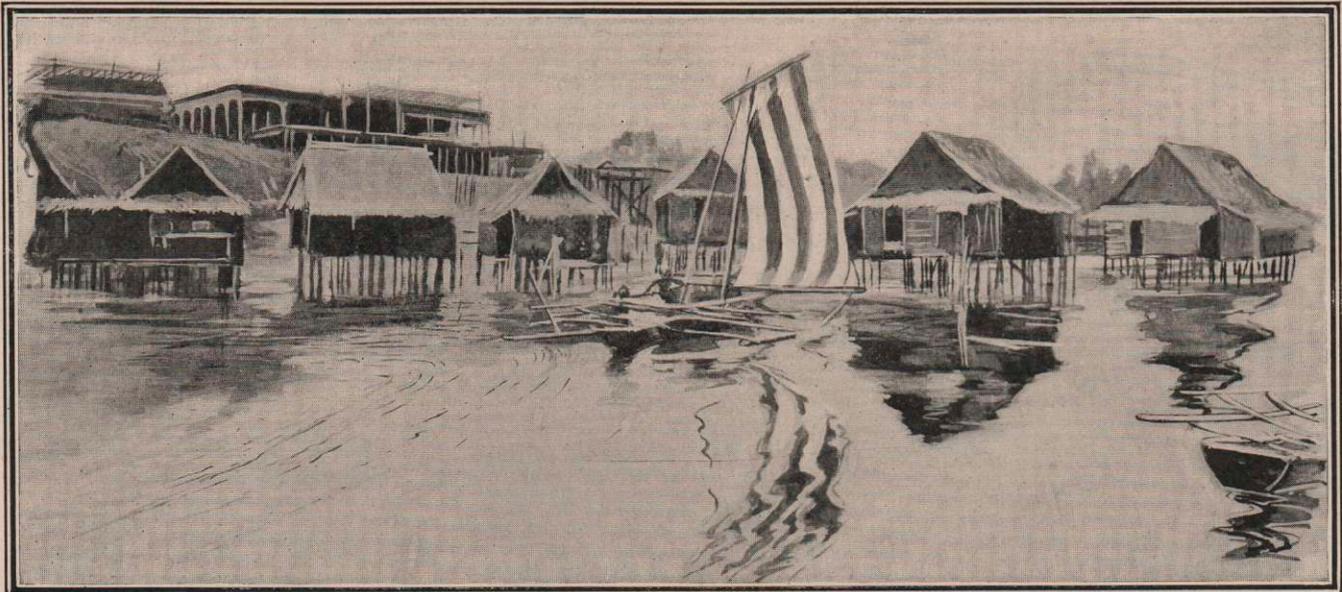
BUILDINGS COMPLETED

Three of the main exhibition palaces, including the building designed for foreign countries, are roofed and ready to receive shipments of exhibits which will be commenced in the east December 1. A fifth building will be under roof by the first of the month. Altogether six exposition buildings are practically finished and are awaiting final touches. The Mines and Metallurgy, the Festival Hall and Auditorium, the Machinery, Electricity and

tration building, a two-story structure and the police, fire and emergency hospital stations.

The shelter pavilions and the entrances are receiving the finishing touches, and some beautiful modeling work in decorative designs are to be noted. Passing straight through Columbia Court, consisting of two broad avenues, with spacious, beautiful sunken gardens between, the center figure of which is to be the statue to the heroine, Sacajawea, brings one to the parapet, head of Lakeview Terraces. From this commanding position a series of broad steps, with massive balustrades leads down to the shores of Guild's Lake. On either side of this grand staircase are banked beds of blooming roses which, being closely budded down this season, will bloom riotously during Exposition time. The mildness of the Oregon winters will not disturb them in the least.

From these series of terraces, upon which the main group face, almost any number of spectators can with ease, and without moving, massing or crowding, see, hear and enjoy, the musical concerts and other outdoor fea-



SAMAL MOROS OF FILIPINO EXHIBIT ON GUILD'S LAKE.

Transportation and the Oregon building are rising from their foundations. The Agricultural building, it was announced six months ago, would be ready for the storage of exhibits by the first of November. The building is the largest on the grounds, next to the main exhibition building of the government. The promise as to this has been redeemed by the contractor and the commission under which he worked.

THE KEYNOTE

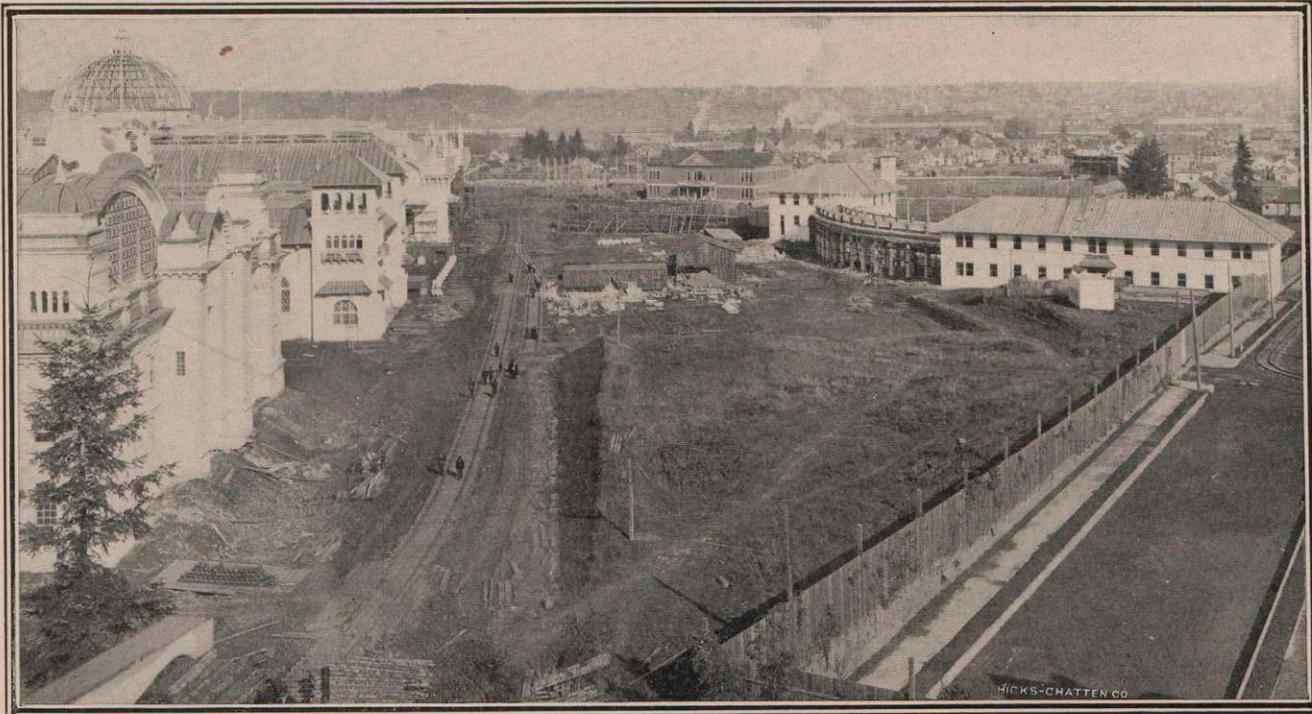
Sufficient order may be discerned in the chaos of external arrangements to grasp the keynote of the Centennial. The general admission gates will be through the long, semi-circular peristyle of a double row of Ionic columns, at Twenty-sixth and Upshur streets. This point is about 18 minutes from the business section and leading down-town hotels. Four double-tracked car line routes loop the loop before the gates. Entering through the colonnades, bearing the significant words, "Westward the Course of Empire Takes Its Way" an entrancing glimpse is had of the grand court, named Columbia Court, with Guild's Lake, the Government Peninsula and the river in the vista. Flanking the entrance court are the Adminis-

tures on the lake front which will be, nightly, the playground of thousands of fun-makers and fun-seekers.

BUILDING THE TRAIL

The concessions will be grouped along the boulevard of the lake front extending from the northwest corner of the park to the Bridge of Nations crossing the lake to the peninsula. Concessions street will be "The Trail." It will be built up on an elevated platform, the street having a width of 70 feet with concessions extending further back on either side. Construction of the bridge and "The Trail" is rushing and within the next few weeks material for the Government peninsula may be transported across the bridge. A Northern Pacific railway spur will run in on the peninsula from the neck of land on the Willamette River side and the general exhibits and Philippine exhibits and village will be brought in that route.

The group of Government buildings is laid out and, from his excellent judgment and cautious management of the erection of the Agricultural building the least of anxiety is felt as to the Government group being safely under roof, as Mr. Bennett has bonded to do, by March 1. All departments of governmental activity are work-



LOOKING NORTHEAST ON LEWIS AND CLARK BOULEVARD—AT THE EXTREME END OF THE GROUNDS FOUNDATIONS FOR FIVE BUILDINGS ARE LAID.

ing in harmony to contribute the greatest success for the West Coast fair.

COMPLETE WORKING MINT

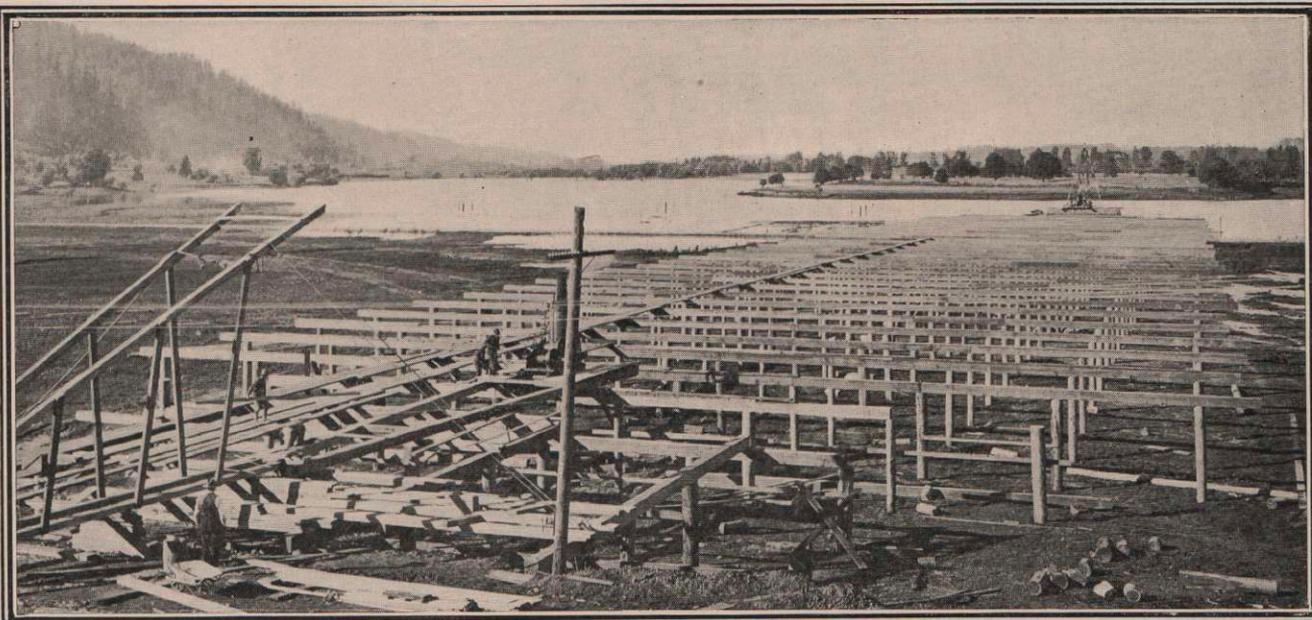
Superintendent Church of the mechanical construction department of the government, proceeding upon instructions, will construct an entirely new plant for the working mint to be installed in the Government Exhibition building at Portland. The improvement over that shown at the World's Fair is at least 50 per cent. Two furnaces will be installed, in place of one as there, thereby showing a continuous operation instead of having to stop once every hour for replenishment. Constant demonstration will edify and instruct visitors as the exhibit will

show how money is manufactured, with this difference, that medals and souvenirs similar to ever-popular coins of the realm will be stamped.

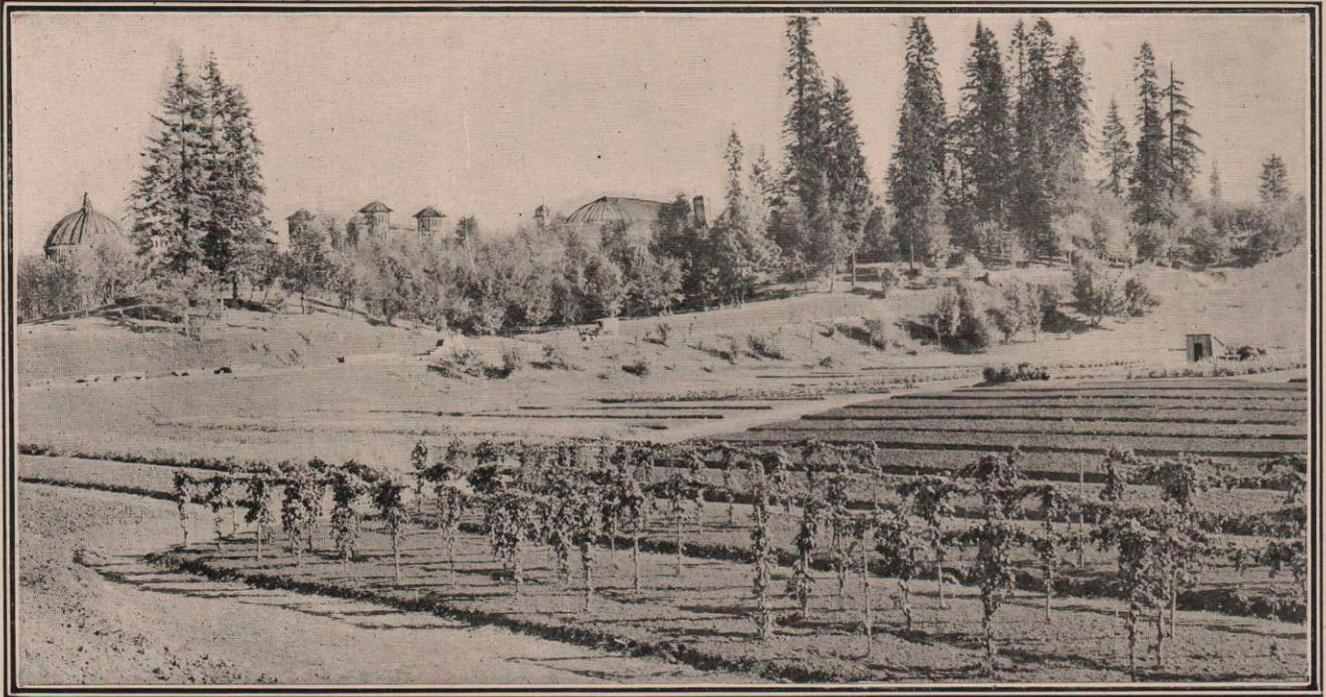
The Bridge of Nations, classic in outline and in imitation of solid masonry, will span a thousand feet of a waterway, the largest ever included and utilized in an exposition site. It is an appropriate name for the bridge because it will be the means of communicating with and seeing many nations that will be represented on the water.

THE FILIPINO VILLAGE

A definite proposition has been under consideration in reference to a real village of real Filipinos. Three



"THE TRAIL" AND BRIDGE OF ALL NATIONS ACROSS NECK OF LAKE TO GOVERNMENT BUILDING.



HORTICULTURE GARDENS AND CENTENNIAL PARK, LOOKING SOUTHEAST FROM BALCH CREEK BRIDGE.

hundred natives will probably be brought over. They will be the real fresh article and their trip to the states will be under government sanction. No Filipinos at St. Louis will be brought here because the Igorot and Moros are pining to return to their retreats in the island province. Northward from the government reservation seven acres will be set aside for the dog-eating villagers and the peculiar Samal Moro fishermen who build their thatched huts high on stilts along the edge of the water. And not alone will the life of a Filipino village be seen but all manner of odd craft will be given abundant sea room on the lake which will be a picturesque panorama of constantly shifting scenes, scintillating with life, color and motion by day and brilliantly illuminated at night. Among other novelties to be seen on the lake will be electric boats.

Interest naturally centers upon the government group of buildings at the present time. Following that in importance is the selection of state building sites, individual exhibit buildings, a Fine Arts building, and the light and power installation, a huge task which is already well under way under the superintendence of J. R. Thompson, an expert electrical engineer. All the exposition lighting and power wires are laid in conduits.

Another important piece of construction which it is believed will be under way within a short time is a Temple of Fraternity. There has been a delay in inaugurating the work for the headquarters for fraternities due to the election of new officers of the association.

DIRECTORY TO THE GROUNDS

The christening of the boulevards, walks, courts and other features of the Centennial have been completed. Consistent with the dignity and importance of the Exposition, as far as possible historic names having to do with the acquisition of the old Pacific Northwest territories to the United States were selected. They are:

Colonnade Entrance—General entrance gates at the corner of Twenty-sixth and Upshur streets.

Pacific Court—The area and promenade between shel-

ter pavilions and landscape gardens just inside the entrance.

Lewis and Clark Boulevard—The main avenue, extending northeast and southwest upon which front the principal buildings of the main group.

Benton Plaza—Street extending north and south on east side of Agricultural Palace.

Columbia Court—Sunken gardens between Industrial and Liberal Arts and Agricultural Palace and extending from parapet overlooking lake to Lewis and Clark Boulevard. Center piece to be Sacajawea Fountain.

Linn Plaza—West side of Industrial and Liberal Arts.

Monroe Court—Street on east side of Foreign Exhibits and Educational building.

Jefferson Court—West side of the Foreign Exhibits Palace.

Washington Avenue—Street leading northward through Centennial Park from the Water Tower.

Montana Avenue—Walk through western border of the park.

Astor Drive—Driveway around the lake leading to the bridge across lake.

Wyoming Avenue—Walk east and west through Centennial Park.

Idaho Avenue—Walk northwest and southeast through park.

Observatory Point—Terrace, surrounded with rustic effect, on extreme north part of park.

Virginia Avenue—Driveway between pumping house and Liberal Arts building.

Tonquin Road—From Gray Boulevard east to Agricultural building.

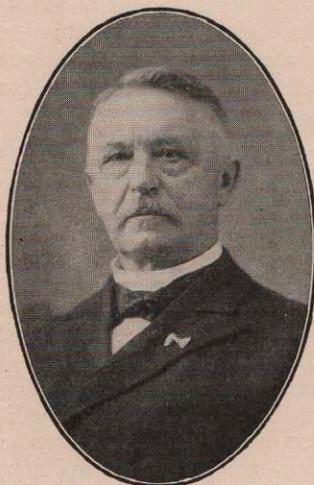
Gray Boulevard—Road through Exposition fronting on lake.

Lakeshore Esplanade—Broad walk along edge of lake for boat landings, etc.

Roosevelt Avenue—Lake shore drive and walk on government peninsula.

Plaza of States—Area for group of state buildings east of the Agricultural Palace.

Participating States Act



WILSON H. FAIRBANK.

Works Huber for his aggressive, earnest methods of pushing work.

It will be a close race between Oregon and Massachusetts as to which will have their respective state headquarters completed first.

Wilson H. Fairbank, member of the Massachusetts Board of Managers for the Lewis and Clark Centennial, put in three busy days in Portland and selected a site for the elegant building which will represent the old Bay State. The building will occupy a commanding spot on a terrace overlooking Guild's Lake, in the eastern edge of Centennial Park. The commissioner was highly pleased with the advanced preparations on the grounds. He complimented Director of

There is a close alliance between Portland and the Boston of 50 or 60 years ago. Many of the pioneers of the village on the Willamette were Boston people. It was quite by accident, the point being decided by the manner in which a penny fell, as to whether Portland should be a namesake of the metropolis of Maine or the namesake of the capital of Massachusetts.

The Massachusetts exhibit will represent an outlay of \$65,000, Commissioner Fairbank said. The cost of gathering the display was close on to \$50,000. The building will be of an imposing character of the colonial style, stately interiors, in keeping with the elaborate furnishings throughout. The building will be erected by H. B. Ward & Co., of St. Louis.



MONTANA'S MINERAL DISPLAY

The Montana mineral display, which has been awarded the grand prize at the World's Fair, will be shipped direct from St. Louis to Portland to be exhibited at the 1905 Centennial. In order to prepare for the transfer of the display at the end of its mission, Dr. Winchell will soon come to Portland. The exhibit will be still further enlarged for the Fair at Portland.



LAKE VIEW ESPLANADE AND TERRACES—THE APPROACH FROM THE LAKE FRONT TO THE PARAPET FRONTING THE EXHIBIT PALACES IS BY A SERIES OF BALUSTRADED STEPS, THIRTY FEET IN WIDTH.

GOVERNOR MICKEY AND PARTY HERE

A PLEASANT incident of the trip of Governor Mickey, staff and party to the Coast was the visit to the site of the 1905 International Exposition. The party of Nebraskans were received by the Portland Commercial Club and the President of the Exposition. Despite the fact that the weather turned showery, the day was not unpleasant. In the morning the party, accompanied by officials of the Lewis and Clark Exposition and the Commercial Club, went for a drive over the scenic portions of the city, spending some time inspecting the Fair Grounds. The photograph shows the Governor and party in the magnificent Foreign Exhibits and Educational building. President Goode, of the Exposition, stands to the left of the Governor in the picture. The Governor expressed himself as delightfully surprised at the advanced stage of the preparations for the holding of the Pacific Coast World's Fair. The ladies of Governor Mickey's party were fairly loaded down with profuse and fragrant roses picked from the immense beds of flowers growing in the Centennial Exposition Park.

The Governor expressed himself as in favor of a full display from and participation by the State of Nebraska, returning the compliment which Oregon paid the Omaha Trans-Mississippi Fair in 1898.

LOUISIANA AND ITS COTTON

PERSISTENT effort has been made and is still being carried on, following up a visit of Commissioner-General Dosch to the South for that express purpose, with a view to securing a big cotton exhibit. It seems quite assured that a working cotton exhibit may be installed at the Centennial by the business organizations of Louisiana, in case time enough is not given the legislature to provide for the assembling of the exhibit. Cotton is one of the new, and constantly growing, exports from the Pacific Coast ports to the nations of Asia.



NORTH DAKOTA

GOVERNOR WHITE of North Dakota has become very much interested in the Centennial at Portland since the scope and prospects of the Western World's Fair have become better known. It is understood that the governor will recommend in his annual message to the legislature of that state that an additional appropriation of \$10,000 be made for the purpose of enlarging the North Dakota exhibit at Portland next year. This state made an appropriation of \$50,000 to gather and install an exhibit of its resources, products and its chances for homemakers. There is no doubt but that North Dakota will come here with a fine showing.



GOVERNOR MICKEY AND OFFICIAL STAFF AND PARTY, OF NEBRASKA, IN FOREIGN EXHIBITS BUILDING. PRESIDENT GOODE, OF THE EXPOSITION, STANDS TO THE LEFT OF THE GOVERNOR, IN THE CENTER.

IDAHO MAY BUILD

THE PEOPLE of Idaho, enterprising and prideful of their state's interests, are looking forward to the meeting of the next legislature when an additional appropriation for the Centennial is expected to be put through with enthusiastic support. Naturally, Idaho citizens, visiting this city, declare that without a state building wherein to comfortably and artistically display the many riches of their section, Idaho would not be doing her share for the glory of the Pacific Northwest.

Loyal club women of the state, at a District Federation meeting at Boise voted to bring \$1,000 worth of fine furniture, purchased by the women, from Idaho headquarters at St. Louis, to the Centennial. If there is not an Idaho building to receive it the generous club women will offer the furniture for the use of the general reception rooms set aside for the women in the Oregon building. The District Federation had for an invited guest, Mrs. Sarah A. Evans, of Portland, who entertained the meeting with an excellent report upon the status of the Centennial. The address was received with applauding attention. A resolution was adopted to the effect that—

The Idaho women of the Second District Federation send greetings to the Lewis and Clark Centennial and pledge themselves to do all within their power to make the Exposition a success.

GOLDEN STATE'S BIG EXCURSION

ACTING upon the invitation of President Goode of the Centennial, the California Promotion Committee is busily engaged in organizing what is believed will be the largest excursion of representative men that has ever left California. The excursion is planned to reach Portland on or about the 1st of June, the opening date. Various organizations throughout the state are taking the matter up, and the prospects are very assuring for a notable aggregation, including prominent men. President Benjamin Ide Wheeler of the University of California, has signified to Rufus P. Jennings, Executive Secretary of the Promotion Committee, that he is very favorable to the excursion, and hopes to participate. Many other enthusiastic replies are being received by Mr. Jennings. The Manufacturers and Producers' Association of California has passed resolutions accepting the invitation, as well as the Board of Directors of the Merchants' Exchange. Governor George C. Pardee writes to Mr. Jennings:

"I sincerely hope that the California Promotion Committee can see its way clear to accept President Goode's invitation to visit and participate in the formal opening of the Lewis and Clark Exposition next June. You will find, as President Goode says, and I know from personal experience, that the Portland and Oregon people are large-hearted, open-handed and extremely hospitable. You will also find, I think, a most creditable exposition, which will be, I am sure, of great value to the whole Pacific Coast.

"By all means go to Portland and help our Oregonian friends and neighbors to open, in due form, their exposition.

"I shall be very glad to attend the ceremonies, and, so far as I now can see, will be able to do so."

THE CENTENNIAL IN SEATTLE

CLUB WOMEN of Seattle have taken an active interest in promoting the Centennial by offering a free trip to Portland to the eighth grade school pupil who writes the best account of the Lewis and Clark expedition. The study is being taken up by 700 Seattle children. County Superintendents have also taken the project up. Anna Y. Reed is the instigator of the plan, she having prepared a series of studies upon the historical aspects of the Exposition and the epoch which it commemorates. Stereopticon slides are to be used in popular talks and the result, as foreseen, must be an accurate knowledge, and love, of history among the younger as well as older generation and popularizing the Exposition. President Goode has suggested a Seattle School Children's Day at the Exposition and an excursion.

RATES EFFECTIVE DECEMBER 1

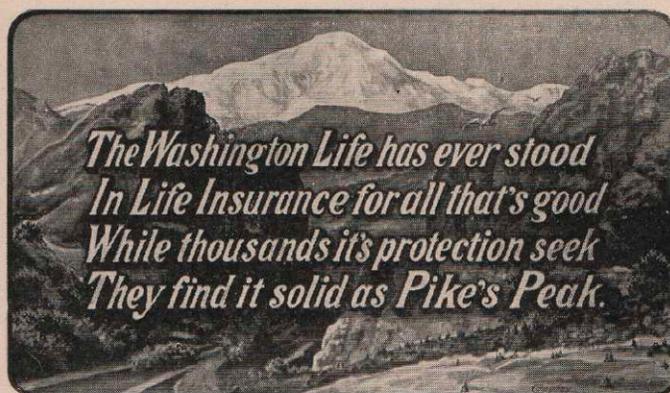
Exhibitors of every class will begin shipping their displays to Portland the last of the present month. Director of Exhibits Dosch is receiving numerous applications and will commence the work of allotting space to applicants some time in December. There should be no delay about filing applications, he says, as the most desirable spaces are first asked for.

Official notice is given that the Transcontinental Freight Bureau has adopted the same tariffs as apply to exhibits for display at the World's Fair at St. Louis—full freight one way and free return. Tariffs and rules regarding shipments have been agreed upon and will be published about November 15. The commodity rates for the Lewis and Clark Exposition will be made effective December 1, 1904. Exhibits will be stored in the exposition places now completed.

Wool manufacturing industries of Oregon this year paid \$357,854.25 for labor.

Portland has nearly doubled her bank clearings in four years. In 1900 they were \$22,597,010; this year they aggregate \$41,184,058.

ASSETS 17 MILLIONS



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

Expressions on the Centennial

Mr. C. W. Mott, general immigration agent Northern Pacific Railway:

"McKinley said the Buffalo Exposition was the timekeeper of progress. The Lewis and Clark Exposition will be the timekeeper of development."

Senator Jonathan P. Dolliver, of Iowa:

"The site is surpassingly beautiful. I had no conception of what awaited me when I started to visit the grounds. I predict one of the most successful and certainly one of the most attractive national fairs ever held."

Chevalier Victor Zeggio, Italian Royal Commissioner to the Fair:

"I was impressed with the rapid advancement that has been made in construction work and landscaping. I shall commend to the attention of the commercial exhibitors of my native country the value of this Exposition."

Mr. Olin D. Wheeler, editor of "Wonderland" and author of "The Trail of Lewis and Clark":

"In viewing the possibilities that I now see here for next year I feel an inspiration. There was never an exposition planned upon lines such as this one and it will leave a deep impression."

Col. Cecil Clay, general agent of the U. S. Department of Justice and member of the Government Board:

"Surprised beyond expectations is hardly the way to put it. I greatly enjoyed my unofficial visit to the grounds. I am the first of the Government Board for the Centennial to personally see and inspect the site where our buildings will go up, and the other members will be delighted to hear the personal report which I shall be pleased to make upon my return. The interest in the Lewis and Clark Exposition is extraordinary. But there is reason for it."

Dr. David Starr Jordan, president Stanford University:

"I shall be delighted to form a member of the committee visiting the International Fair at Portland at the date of its opening."

Mr. Rufus P. Jennings, executive secretary of the California Promotion Committee:

"The Exposition meets with a most cordial participation by California. Everywhere we hear the people will take part. What is good for one portion of the Coast benefits the entire Coast."

Editor of the Stockton Independent, Stockton, Cal.:

"It is apparent that the people of the Pacific slope must stand together and make the Portland Exposition a success. The Portland Exposition was a happy thought to further link the two events and to turn the attention of the world to Pacific expansion of a twentieth century type."

Mr. George Cornwall, editor Oregon Timberman:

"Correspondence with some of my lumber friends in Nebraska brought out the fact that on May 5, 1905, the Nebraska Lumber Dealers' Association, 500 strong, numerically, and a host, vocally, would start for the Pacific Coast on their annual tour, which combines business with pleasure. I told the secretary something about the preparations for the Exposition; told him about the wonderful 'log palace of the giants'; that the opening date was June 1 and now the Nebraska lumbermen will start for the Pacific Coast June 5 to see the Exposition."

Mr. Charles W. Peterson, secretary Calgary, Canada, Board of Trade:

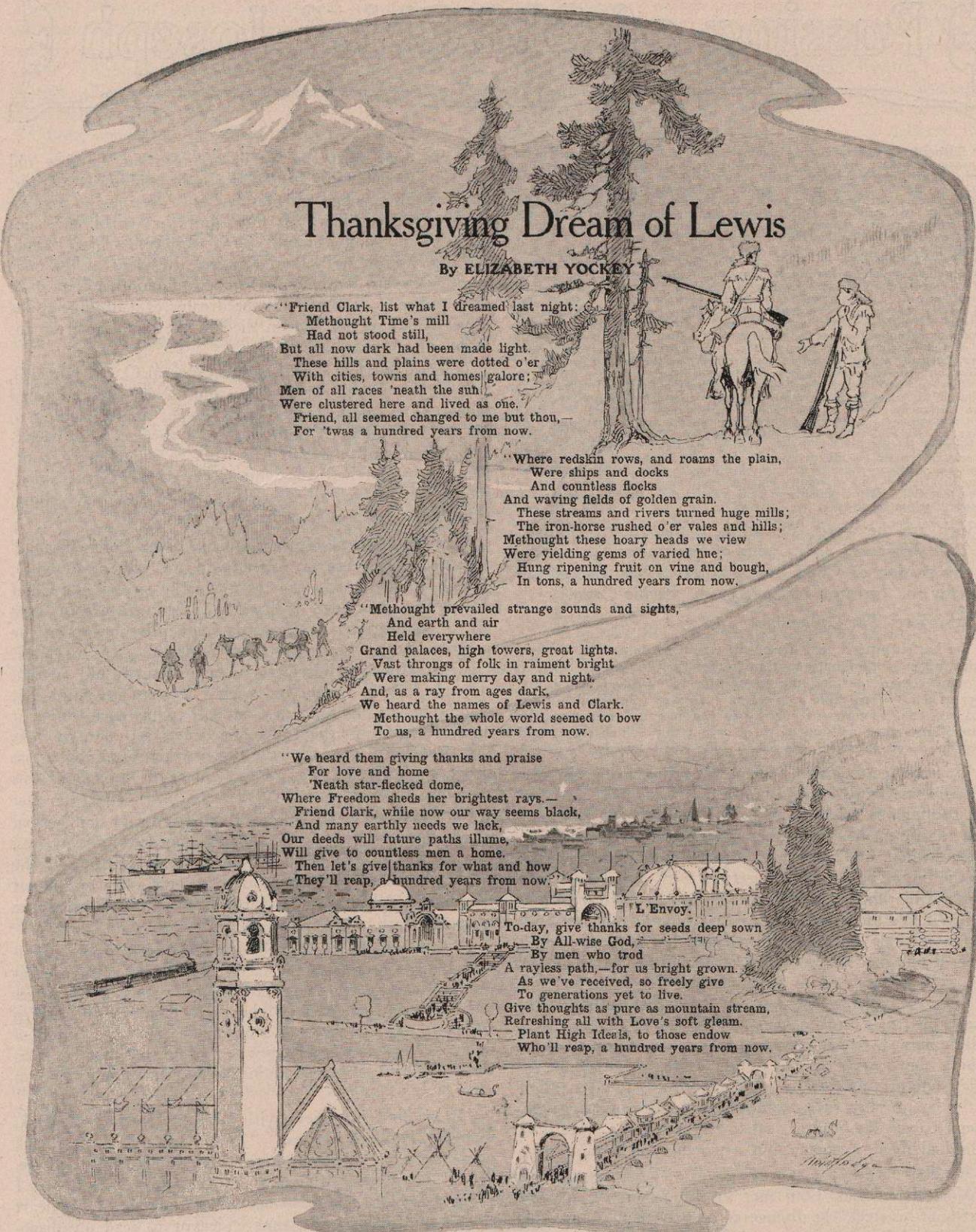
"Canadians are more inclined to come West than to go East and, if proper inducements are offered in the way of railroad rates, there will be large numbers of Canadian people at the Lewis and Clark Fair next year."

Editor of Olympia (Wash.) Olympian:

"The memorial enterprise is the great attraction of the coming year. It will not only be an honor and advantage to Portland, but the many people attracted to the West by its interesting features will take occasion to visit Washington state also, and thus the entire Northwest Coast country will reap good results. The greater the success of the Fair, the better it will be for all of us."

Editor of the La Grande (Ore.) Observer:

"The time is fast approaching when all eyes will be turned to the Lewis and Clark Exposition. The people of the East and the Middle West will pass judgment upon the efforts of the people of the Extreme West and the character of the exhibits at the Exposition will be the base upon which their judgment will be made. It therefore devolves upon us, the people of Oregon, to see to it that the exhibits which we send there are worthy of us and our resources."



Thanksgiving Dream of Lewis

By ELIZABETH YOCKEY

"Friend Clark, list what I dreamed last night:
Methought Time's mill
Had not stood still,
But all now dark had been made light.
These hills and plains were dotted o'er
With cities, towns and homes galore;
Men of all races 'neath the sun
Were clustered here and lived as one.
Friend, all seemed changed to me but thou,—
For 'twas a hundred years from now.

"Where redskin rows, and roams the plain,
Were ships and docks
And countless flocks
And waving fields of golden grain.
These streams and rivers turned huge mills;
The iron-horse rushed o'er vales and hills;
Methought these hoary heads we view
Were yielding gems of varied hue;
Hung ripening fruit on vine and bough,
In tons, a hundred years from now.

"Methought prevailed strange sounds and sights,
And earth and air
Held everywhere
Grand palaces, high towers, great lights.
Vast throngs of folk in raiment bright
Were making merry day and night.
And, as a ray from ages dark,
We heard the names of Lewis and Clark.
Methought the whole world seemed to bow
To us, a hundred years from now.

"We heard them giving thanks and praise
For love and home
'Neath star-flecked dome,
Where Freedom sheds her brightest rays.—
Friend Clark, while now our way seems black,
And many earthly needs we lack,
Our deeds will future paths illumine,
Will give to countless men a home.
Then let's give thanks for what and how
They'll reap, a hundred years from now.

To-day, give thanks for seeds deep sown
By All-wise God,
By men who trod
A rayless path,—for us bright grown.
As we've received, so freely give
To generations yet to live.
Give thoughts as pure as mountain stream,
Refreshing all with Love's soft gleam.
Plant High Ideals, to those endow
Who'll reap, a hundred years from now.

Passing of Old Chief Joseph

Sitting by his campfire in gloomy meditation, bowed with the weight of years; heartsore, homesick and embittered by defeat and disappointment, Chief Joseph passed quietly on and out on the morning of the 21st of September. The most conspicuous figure in the Indian history of the Pacific Northwest for a third of a century, a companion in fighting and in enforced peace of Spokane Garry, who died near Spokane Falls some years ago; a man of valor and determination, Chief Joseph in his age was an object of interest to those whom in his prime he fought so valiantly.

From the viewpoint of the Indian there is a current of bitter wrong running through all of his story. His view lacked breadth, but it was full of intensity. The lands over which he had for generations roamed at will were his by the simple fact of free occupancy. Fairly and utterly defeated in open conflict with soldiers sent out to protect the settlers of Wallowa Valley from the night surprise of his murderous people, he accepted because he could not do otherwise the edict of war, but chafed constantly and sorely under its penalties. A homesick wanderer, he had yearned for years for the sight of the beautiful Wallowa Valley, and passed on with the yearning unsatisfied.

Pity for his lonely, dissatisfied, rebellious old age is stifled by a recital of the events that preceded the war that led to his banishment from the ancient home of his people. The massacre of settlers by his band was carried on ruthlessly and without shadow of excuse beyond the desire to drive them out. Recalling the horrible scenes of the last uprising of Joseph and his people, it was impossible to sympathize with the old chieftain in his persistent plea to be allowed to return to Wallowa. Sympathy aside, it was impossible to grant the plea, as the thing that Joseph had so stoutly opposed had come in upon the wave of peace that followed his defeat and banishment; the title of his lands had passed to white men.

Such are the words appearing in the leading editorial of *The Oregonian*, in its issue of September 24, relating to the passing of Chief Joseph, of the Nez Percés, admittedly the "greatest red man of the Pacific Coast."

Again says *The Oregonian*:

Yet he felt bitterly that his people had been defrauded of their ancient right to the hunting grounds that they loved, and died in his smoky tepee, scorning the comforts of a civilized bed or the cheer of a civilized table to the last. He was conquered but not subdued, and, though for many years a nominal friend to the whites, he wanted nothing of them except that which they could not give—a recognition of the tribal rights of his people.

As years are counted, Joseph was not old. He was probably less than seventy winters. It was only last year that the famous chieftain visited Washington to commune with the Great White Father, to use the poetic language of the Indian, and upon him to urge once more the plea that he might be allowed to return with the scanty remnants of his once powerful band, to the quiet scenes of his loved Wallowa Valley. At that time he did not show any indications of senile decadence, but appeared even more strong and vigorous than many men of half his age. He is reported to have died of heart disease, but who can gainsay the fact that were the truth fully known, Joseph died of a broken heart. His demise came, it may well be opined, from that constantly deferred hope "which maketh the heart sick." Chafing in the resistless bonds which bound this "grand old man" to that civilization of the conquering race, saddened and bitter with griefs, Joseph bowed his head at last to the inevitable. He died as he had lived, a savage, but a worthy and notable man for all that.

When Rhoderick Dhu met in the Saxon "a foeman worthy of his steel," he discovered no new fact. Mankind, from the earliest times, even back to the twilight dawn of history, have admired an enemy that was brave, determined and possessed of generalship. Were the truth known it is probable that even General Kuropatkin, the Russian, must at heart admire Kuroki, the Japanese leader.

Equally true must the world admire that doughty old warrior, General Stoessel, who grimly holds Port Arthur, amid awful carnage and destruction. Wrong he may be in what he considers his duty, but the world must admire his unyielding stand. So it was with Chief Joseph. So, too, was it, with Paul Kruger, President of the once free Transvaal Republic. Who can doubt that that stubborn old man, who saw all the dreams of a lifetime swept away by a superior power, died in the end, far from his home, of a broken heart?

General Nelson A. Miles and General O. O. Howard, both of the United States army, and both of whom crossed lances, so to speak, with Chief Joseph, finally leading to his capture, admired him, as he did them. This friendship lasted until the old man went to the Happy Hunting Grounds, where the white tepee of the Great Spirit, who justly judges all men, both white and red, yellow, black and brown alike, serenely towers.

In 1881 General Howard's book, "Nez Perce Joseph," appeared. If there is anything in the law of heredity, Joseph was a worthy son of a worthy sire. Old Chief Joseph was connected with early Oregon history in ways not to be forgotten. His name frequently appears in the records of the Hudson's Bay Company. In his book, General Howard describes him as "a sturdy old Indian, strongly knit in frame, and with a face usually mild, but exhibiting the signs of an iron will, which made him at once noticeable in the Indian or Americo-Indian councils that frequently disturbed the peace, when our people first began to jostle the then quiet holders of the soil in this region of the Far West."

Of "Young Joseph," General Howard says that he had a peculiar facial expression. "It appeared," he writes, "to partake of the mild obstinacy of his father and the treacherous slyness of his mother's people. He was about six feet in height, and finely formed. * * * Joseph wore a sombre look, and seldom smiled."

In "the treacherous slyness of his mother's people" General Howard refers to the fact that she was a Cayuse Indian. Nearly sixty years have gone by since the Cayuses were a serious menace to the early pioneers of Eastern Oregon. Today they are a miserable remnant, "huddled upon a reservation." They will best be remembered from their fiendish participation in the Whitman massacre, in 1847.

Of his first interview with "Young Joseph" in 1875, General Howard writes: "Joseph put his large, black eyes on my face and maintained a fixed look for some time. It did not appear to me as an audacious stare; but I thought he was trying to open the windows of his heart to me, and at the same time endeavor to read my disposition and character. An Indian is usually a shrewd physiognomist. I think Joseph and I then became quite good friends. There was at the time little appearance of that distrust and deceit which some time afterward marked his face, especially while listening to white men in coun-

cil." General Howard freely admits that "the leadership of Joseph was indeed remarkable."

When "Young Joseph's" father was about to die, he summoned his sons. He admonished them never to surrender their home in the Wallowa Valley. No one who knew "Young Joseph" can say that either he or his brother, Olcutt, did not attempt throughout life to obey their father's injunction.

Of the history of the campaigns in which "Young Joseph" took part, the public is already familiar. The following tribute is paid to Joseph by a friend and sincere admirer:

"Joseph was a man whose life's motto seemed to be, 'Never wrong a friend, never forget the good that comes from true friendship.' His loyalty to the few friends that he selected has proved that he was absolute master of this dogma.

"In the Indian life, and in the life of the heroic, no man would provide a better example than Joseph. His resolve made in early life never to be slave of another race was lived up to until death claimed him. While others of the Nez Perces succumbed and became residents of the reservation set aside for them, Joseph and perhaps 125 of his followers continued to live in the tents of their ancestors, hunted and fished and came and went. It was beside his tepee that he died. He had a nice home, but seldom slept in it. In the forests and in his camp the habit of Joseph was to wear the blankets of his ancestors. This rule he broke only when he went to see the White Father, and he did it much as a token of respect to the great men in the East whose guest he expected to become. As a rule, he could not sleep in the house."

Captain A. H. Robey, father of Mrs. Zoe Perrine, of Portland, was an intimate friend of Joseph. So was Mrs. Perrine who saw him shortly before he died. She recently said of him:

"He was really one of the most noble characters I ever knew and his death is made doubly sad by the fact that the government had practically decided to allot a quarter section of land to him and each of his followers in their beloved Wallowa Valley. To return to that spot with his people was the object of his life. It had grown to be a subject of such importance to him that I believe he would have eventually gone insane over it, had he not died.

"He seemed to have a premonition that he would die shortly, for he said to the stagedriver who took him out to the reservation, 'Halo see one more snow,' which was the Indian's way of expressing that he would not live the year through. He looked miserable and told me he was sick when I saw him. There had been a great deal of dispute about the old man's age, from the fact that he never told anyone how old he was, and that he looked remarkably young. His fine physique gave him a robust appearance. My mother puts his age at 63, and she had known him all her life.

"His admiration for General Miles was touching. He used to say 'Him fighter' when talking of him, and he delighted to tell of the attention paid him at Washington on his visits there. It was not always one dared bring up the subject of the Wallowa country with him, for once launched upon it, he would grow fairly frantic."

Joseph was a strict abstainer from alcoholic beverages, and did not even drink tea or coffee. With a wisdom far beyond that of the average red man, he believed that the real cause of the war of 1877, was due to whisky introduced among the Indians by white men. It has undoubtedly been the cause of many such wars. He always advised the other Indians to let liquor alone.

With all his faults and all his virtues, Joseph has passed over the Great Divide. His name is now only a memory, but the future historian will do him justice on the pages of Oregon history.

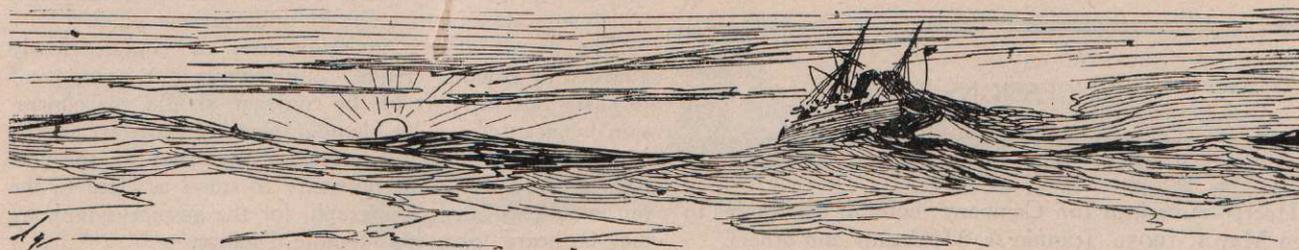
General Constant Williams, successor to General Frederick Funston, in charge of the Department of the Columbia, at Vancouver Barracks, Washington, recently arrived at the post. He fought against Joseph. In a newspaper interview after his arrival here, he said:

I learned of the recent death of Chief Joseph, of the Nez Perces, more in sorrow than in gladness, although I was twice wounded by his men while fighting him in the Indian battles in Montana. In the battle of Big Hole I was severely wounded, but recovered from both injuries. He was a thorough General, and had no superior among the Indians for planning and executing a campaign. The Nez Perces always had my esteem for their valor in fighting, and when I heard the venerable Chief had paid the debt of nature, I was grieved, for, although an enemy, he was one who had my thorough respect.

EXPOSITION FLAG FOR CADETS

The Congregational Cadet Corps of Eureka, Cal., has set plans on foot to combine healthful recreation and secure profitable training, experience and knowledge by marching, 100 strong, to Portland next June to attend the Exposition. The instructor-pastor, Franklin Baker, being assured by President Goode that the cadets would be welcome and that camping privileges could be secured here, announced that they would begin organizing for the event at once. It is estimated that from 75 to 100 of the manly little fellows would stand the 300-mile march over the Siskiyou. President Goode recently sent word that, upon being assured of the enterprise being carried out, he would, on behalf of the Centennial, present the cadets with a fine silk banner commemorating their visit to the historic centenary. To this Mr. Baker has just written:

I am sure that could you have looked in upon the 126 boys seated in the club meeting and could have seen with what interest every word of your letter was listened to, you and the Board of Directors would have felt amply repaid for your kind interest in us. And then to have heard them break forth with a mighty yell—as only boys can yell—when I read them your anticipation of presenting the corps with a special flag, it would have made every member of your Board wish himself a boy again.



The Lewis and Clark Journal

THE OFFICIAL BULLETIN OF THE LEWIS AND CLARK CENTENNIAL EXPOSITION

ISSUED MONTHLY BY

The Lewis and Clark Publishing Company

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J. D. M. ABBOTT, Manager

Edited by D. CURTIS FREEMAN

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The Lewis and Clark Journal is issued each calendar month. Its purpose is to illustrate the progress of the 1905 Exposition and exploit its interest and those of the Pacific Coast and the Orient. Correspondence invited.

Vol. II

Portland, Ore., November, 1904

No. 5

CONVENTIONS THAT WILL BE HELD AT PORTLAND IN 1905

American Medical Association.
National Conference of Charities and Corrections.
Photographers' Association of Pacific Northwest.
Associated Fraternities of America; with Legal section, Medical section and Secretarial section.
National Good Roads Association.
United Commercial Travelers of Oregon and Washington.
Order of Railway Conductors.
Pacific Coast Electric Transmission Association.
National Woman's Suffrage Association.
North Pacific Saengerbund.
National Association of Letter Carriers.
Lewis Loyal Legion.
National Fraternal Press Association.
Oregon State Press Association.
Concatenated Order or Hoo Hoo of the United States.
Fire Chiefs' Association of the Pacific Coast.
National Association of Acetylene Gas Manufacturers.
Gamma Eta Kappa Fraternity of United States.
American Library Association.
Trans-Mississippi Commercial Congress.
National Irrigation Association.
American Association of Traveling Passenger Agents.
California Photographers' Association.

PROSPECTIVE CONVENTIONS AND EVENTS

National Pure Food Congress.
American Society of Civil Engineers.
League of American Sportsmen.
State Press Associations of the Pacific States.
International Tourney of Rod and Gun Clubs.
Pacific Coast Bench Show.
Multnomah Rod and Gun Club Tourney.
Interstate Commerce Law Convention.

CONCESSIONS LET

Official photographers—Kiser Bros. Company, 874 East Yamhill Street, Portland, Ore.

Hotel—American Inn Company; hotel of 600 rooms to open May 1, 1905. Jeannie A. McCready and others.

MUSICAL EVENTS

Innes Band, June 1-28, 1905. Liberati Military Band, June 29-July 26, 1905. Ellery Band, September 18-October 15, 1905.

U. S. Marine Band—date not set.

COMPLIMENT TO MR. WILCOX

Much satisfaction is expressed over the honor paid Mr. Theodore B. Wilcox in his election to the presidency of the Trans-Mississippi Commercial Congress. Mr. Wilcox, who is at the head of one of the greatest commercial enterprises of the Pacific Coast and an influential factor in the promotion of Oriental trade, is a member of the Lewis and Clark Exposition Executive Board. It is considered settled that the Congress will meet next year in Portland.

MEETING THE HOTEL PROBLEM

Mrs. Jeannie A. McCready, promoter and owner of the Inside Inn project, expresses herself as well pleased with the Centennial grounds and has approved of a plan for taking care of several hundreds of guests daily. The plans for the structure are now being drawn. The hotel will face Guild's Lake and command a magnificent panorama of the Willamette. The hotel on the grounds is but one step of many the management contemplates looking to the caring for the strangers within the gates next year. The gravity of the need of ample hotel accommodations is fully realized and will be met.

UNIQUE MUSICAL SCHEME

Music out of a pipe to be turned on or off like gas is the plan of a company which has asked for a concession from the Exposition and is now being considered by Director of Concessions Wakefield. The company is represented by F. O. Abbott, a Seattle attorney, who is now in Baltimore, Md., to perfect plans, but who promises on his return to incorporate a company for \$75,000 and exploit the invention. The concession at the Exposition is to advertise the principle. Abbott's proposition is now being seriously considered by President Goode and the concessions committee, who are very favorably impressed.

According to the story told the Exposition officials by Abbott, the inventor, whose identity remains unknown, plans to place an orchestra in a central station. Tubes fitted with the inventor's secret apparatus will run from this station to the offices, stores or residences of the customers. The program will be carried out daily. A customer notes that at a certain time his favorite piece of music will be played. He turns a key and a burst of music from brass, reed and stringed instruments fills the room. The subscriber gets the music he wants, sweeter and more natural in sound than when produced by a phonograph.

It is believed that the music may, by this means, be served to customers as far distant from the central station as are the customers of a central steam-heating plant, which supplies an entire city by underground pipes.

The details of this invention are, of course, closely guarded by Abbott. He is willing to put up a heavy bond to carry out his part of the contract, should the concession be granted. The phonograph plays no part in the invention, for the music is heard first hand by the customer. Nor will it be necessary to stand as close to the music tube as to a phonograph, for the gaspipe symphony may be heard for a considerable distance.

"Sighting the Pacific--1805"

By D. CURTIS FREEMAN

IN all the deeply interesting events of the exploration and discovery expedition of Captains Meriwether Lewis and William Clark, no event is simpler, yet more thrilling, than the arrival of the party at the mouth of the Columbia.

Sick, half starved, spent with toil and unremitting hardships from the day on which they set out in April, from Fort Mandan, on the Upper Missouri, the crew roused the echoes around Tongue Point by their cheers of joy at hearing the roll of the mighty breakers beyond. Uncertain was their immediate future, but immeasurably happy were the well-nigh exhausted adventurers in having reached their goal.

The mountain barriers, the perils of the three-thousand mile trail which lay between them and home—a strange-sounding word in the wilderness—were forgotten. The waves buffeted the canoes of the foremost navigators of the daring fleet, and furious rainstorms resisted every step of the advance. Their canoes had scarcely been designed for tempestuous voyaging and they were compelled to camp where luck left them. The arrival of the exploring party within view of the Pacific Ocean was noted November 7, and until they had located a winter quarters, met Indians and made friends with them and discovered the lair of big game, dried fish and sea water was the best their commissary afforded.

Perhaps history would today have read differently if a trading ship had chanced to be in the mouth of the Columbia and succored the famishing crew, but the wonder will always exist as to why a vessel was not there to meet them. Chance directed affairs so that the American brig Lydia was at the mouth of the river within a matter of only a few weeks either before or after the explorers reached tide water, but, unfortunately, the expedition never sighted the vessel and never heard of her.

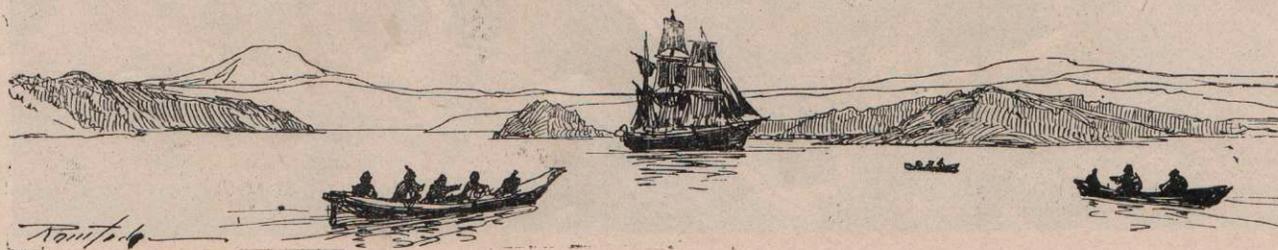
Dismal were the surroundings; more dismal were prospects for food. Accidents had deprived the expedition of no small quantity of its supplies and it required all the skill and continued energies of the entire company to supply meat after, finally, Fort Clatsop was established for the winter.

But, in the supreme moment of joy over the successful termination of the long journey, these things were not considered—an empire had been traversed, "the great River of the West" had been spied out. American citizens

had accurately traced the Columbia and its tributaries from the head waters to the sea. The new road to Asia was confirmed; the gateway to the Far East by way of the Far West was opened. And in this inspiring culmination of the Jefferson expedition is found the motive for Raphael Beck's emblem of the Lewis and Clark Exposition, now familiar, or becoming familiar, in all parts of the civilized globe. Its title, "Sighting the Pacific," explains all.

The extreme bitterness of Eastern winters was wanting when the expedition sought for shelter and food upon the then inhospitable lower Columbia, but the sea winds were raw and the bracing tonic effect of the Eastern climate were denied them. The men were reduced physically, and they suffered on that account. Stormbound they were for days and compelled to huddle together under the lee of dugout canoes.

It was fully 25 days after the waters of the bay had been invaded, that the reconnoitering of the south coast shore had been completed and the captains elected to camp on a sheltered spot overlooking Lewis and Clark River, suitably situated both for the purposes of defense and for game supply on the Clatsop meadows. In their varying experiences, from the 16th of October, when their canoes had been set into the waters of the Columbia at the junction of the Snake, until December, 1805, were their privations felt the greatest and, at the end, seemed to reach the crucial test. Game was at first shy. Until terms of friendly intimacy with Chief Comowool, of the Clatsop, had been established, the cupidity of the bartering and trafficking Indians rendered it almost impossible to secure the favor of even roots and bad fish. In the course of time food was found, but, for a while, members of the party looked back upon the diet of dogs in the Indian villages of the Upper Columbia as luxurious living. The beaching of a big whale and the finding of a quantity of whale blubber was accepted as a special favor of Providence. The huntsmen of the party kept constantly after elk, deer and fowl. After the stress of food was passed, the winter quarters and log fortifications were finished, the health of the men became better and attention was then turned to replenishing wardrobes and footwear by the manufacture of articles of wearing apparel from skins. Between December 1, 1805, and March 20, 1806, they killed 131 elk and 20 deer, and made 338 pairs of moccasins.



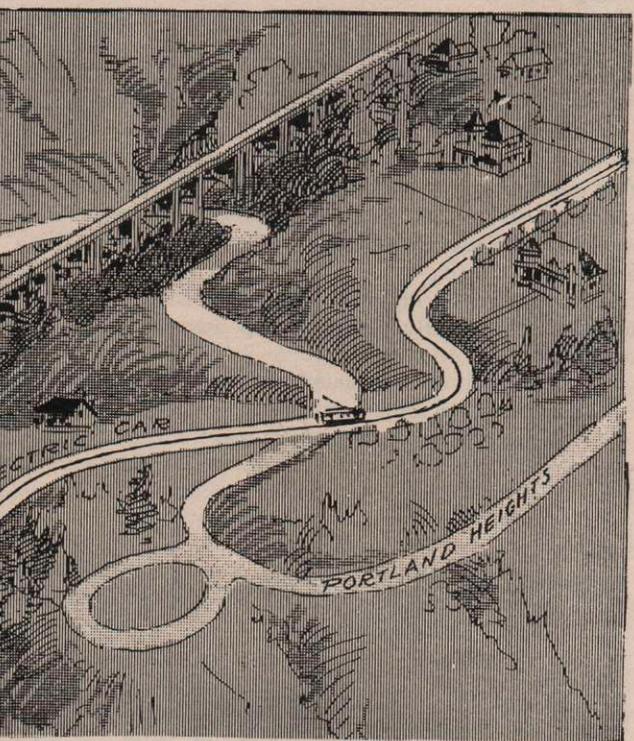
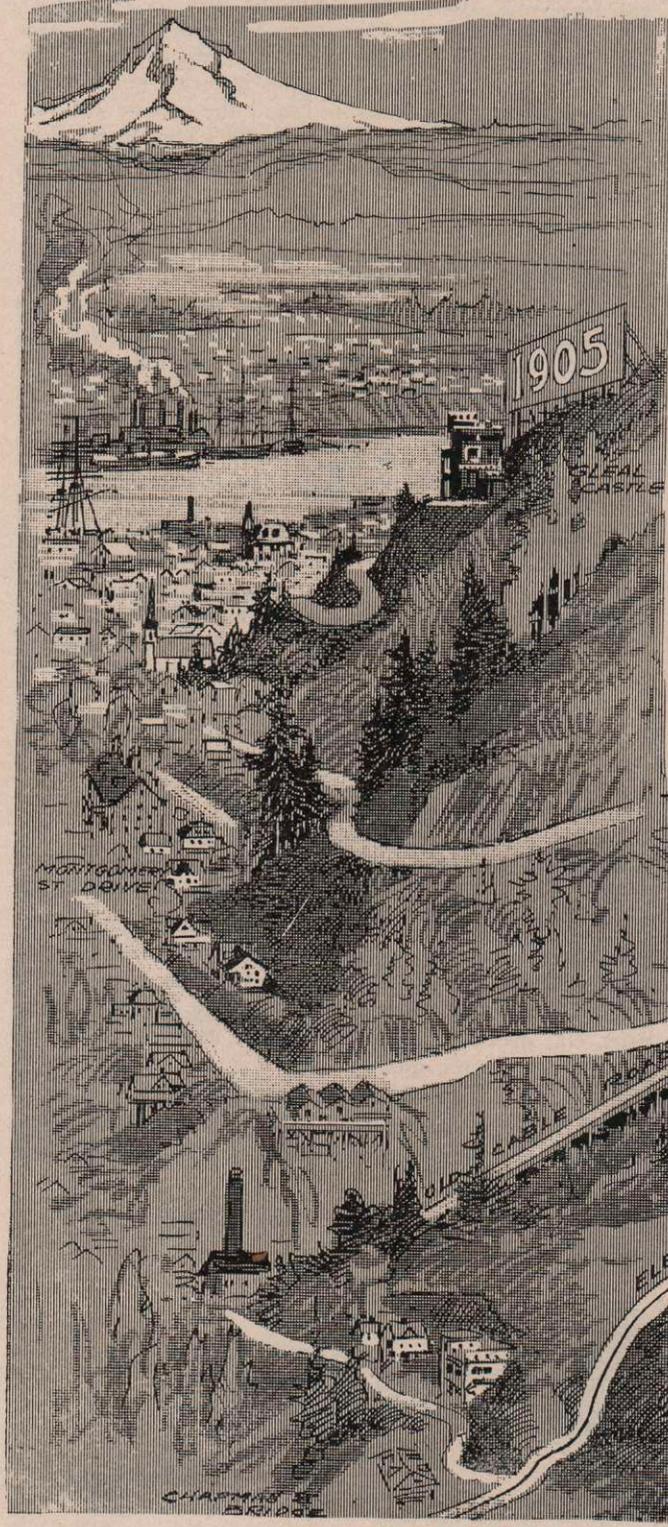
UP ON THE SKY LINE—"COUNCIL CREST"



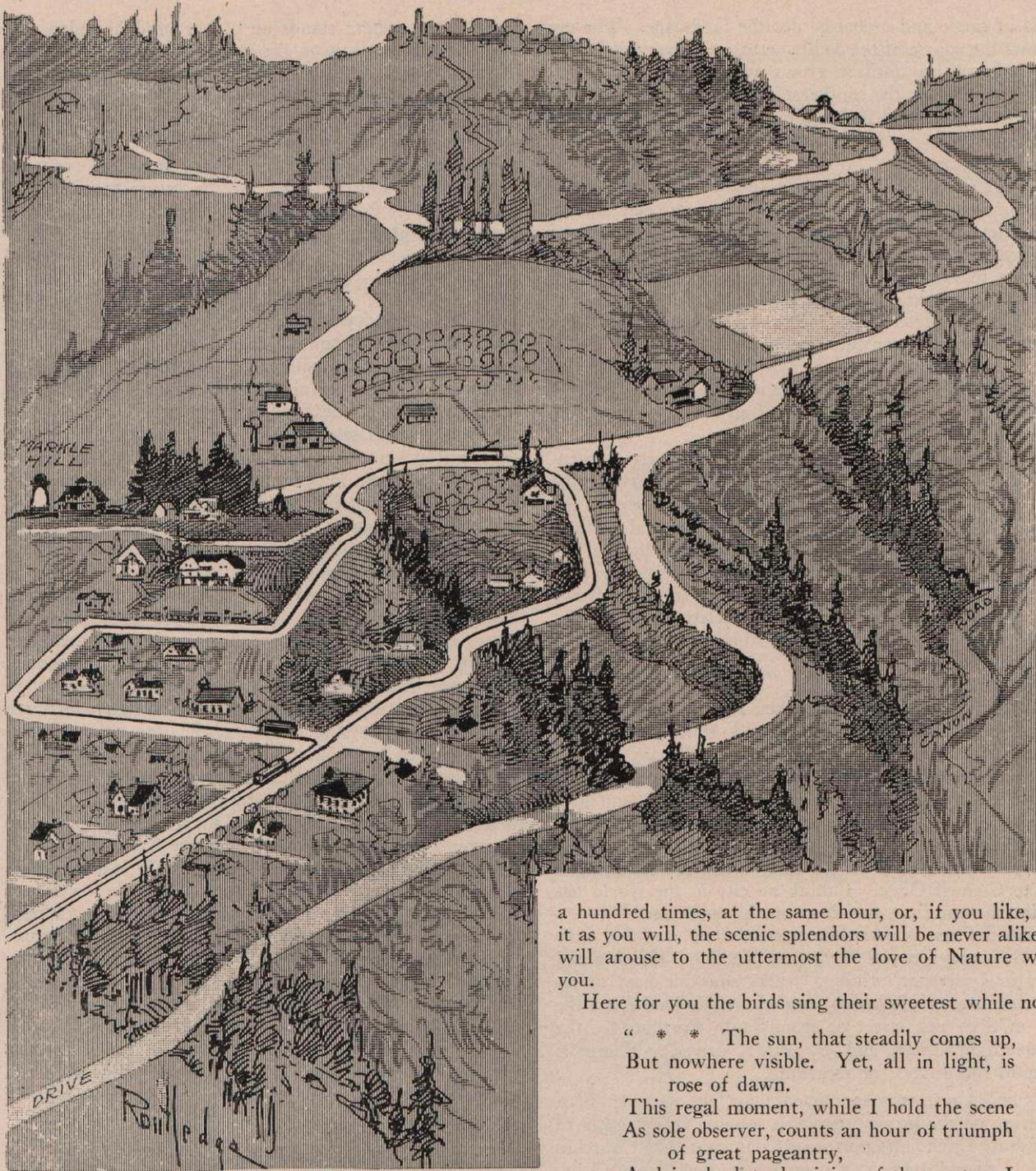
THERE are many vantage points along the terraced face of the heights that compress the western limits of Portland. From these you may spy out vistas of indescribable grandeur acquiring infinite variety with slight change of position. The hills, or mountains—of which there is a chain—range from 500 to 1,200 feet in altitude, walling up the city on one side and, beyond it, walling in one of the fairest and richest valleys. To one on the river level the sun sets in the tops of gigantic firs that line the canyons. But he who would know the compensations for the delusion—let him scale the topmost bench of all, the point that overlooks all. That is Council Crest. No city has a natural observatory so near, so comparatively easy of access, with such delightful surroundings, to reward the beholder.

Locally famous among the lovers of mountain lore and of Indian lore, cradled in tradition, and celebrated in story and picture, the promontory, Council Crest, is well worth the trifle of time of the tourist who will give an hour or two for a drive from down town—or, half of the time for a stroll from the loop-the-loop trolley line that has mastered more than half of the ascent of the hills that make the evening shadows come early and lay long across the housetops.

From Council Crest you may see marvelous sunsets sink, smoldering, into the Pacific, the while a gamut of melting colors play upon the tips of the distant icy peaks, but a more inspiring, happier experience is to rise on lark time and, like him, soar to the sky-line and there joyfully hail the aurora of a day seen never under such a sky as, say, a June morning in Oregon. You should arrive before the first shafts of light are discernible. The city and its wide-spreading environs beyond the river eastwardly and northerly are submerged in a misty sea, whose furthest shore, just discernible, is the base of Mount



COUNCIL CREST



a hundred times, at the same hour, or, if you like, vary it as you will, the scenic splendors will be never alike and will arouse to the uttermost the love of Nature within you.

Here for you the birds sing their sweetest while now—

“ * * The sun, that steadily comes up,
But nowhere visible. Yet, all in light, is
rose of dawn.

This regal moment, while I hold the scene
As sole observer, counts an hour of triumph
of great pageantry,
And in absolute dominion of the mystery I
stand

While all to landward sleep.”

St. Helens, Mount Adams, Mount Rainier and Mount Hood, and the tips of the Cascade range.

The rays that are wafted from these mysterious depths somewhere beyond! In the silence of the mountain top at the hour of dawn one is seemingly lifted beyond the earthly realms. Tiny shafts of light pierce the gloom; then, a series of super-brilliantly colored slides in Nature's grand stereoscopic performance follow in rapid succession, giving the landscape every conceivable tone effect. Myriad are the tints and blendings of purples and grays, orange, royal scarlet and gold and blue. Mount Hood's crevassed sides are buried in oblivion, while in the faint drab light the pinnacle looks as if it were a titanic icicle, suspended in mid-air.

But—all this looked so but once! Visit Council Crest

Commanding, as it does, a sweep of country vast in extent up and down the Willamette and Columbia rivers, it needs little in the way of proof to confirm the statement that Council Crest was the traditional council ground of the Indians where the signal torches were fired in days when Chief Multnomah reigned.

At midday one may trace out a veritable empire lying between the Cascades and the low Coast range. From the point where the currents of the two great water-courses mingle, you behold famous old Fort Vancouver and the expansive Columbia to where its silvery bosom hides itself in the gorges. Villages and white rows of suburban residences, alternating with garden-like farms,

fields of cattle and orchards, dot the landscape. The eye follows the course of the Willamette, and beyond it, to the Blue Mountains until it grows weary with distances. Sixty miles off in the southeast defining the limits of the horizon on the hills is Mount Jefferson. One hundred and forty miles northeast is clearly seen Mount Rainier, in Washington.

The canyons that give below to the river are skirted with primeval forests. If fancy dictates you may shortly lose yourself from the sight of the panoramic city budged between the hills and the river. The latter's majestic sweep is marked by the masts and spars of vessels of all nations moored at the docks, which, to the naked eye at this distance, present the appearance of toy-blocks. No smudge of smoke nor smut and pall of coal obtrudes itself upon the view—in this modern municipality of the Far West fuel oil serves and eliminates that unsightliness which makes the panorama of an average city a dull thing, indeed.

The glories of sightseeing from Council Crest at eventide, also, are manifold and praiseworthy. Survey the city whose outlines and thoroughfares are defined by miniature dots of arc light, running hither and thither, and you have what is perhaps best described by the historian of the Crest, its nestor, its discovery, its poet and admirer extraordinary, George H. Himes, assistant secretary of the Oregon Historical Society:

"A patch of starlight taken from the heavens and turned upside down."

"My first visit to the Crest," Mr. Himes said, "was in September, 1865, and since then I have made the trip hither not less than two thousand times—and never alone. I have been here at all hours of the day and the night, in every month of the year—and always find something new. When the people come to know it and love the spot as I do, together with the several winding roads of which the crest is the climax, they will not permit a stranger from abroad to go away without suggesting a visit to Council Crest. I think no city in the world has a point so near from which so much can be seen."

Council Crest is accessible from electric cars that now push their way around the top of Portland Heights and by various pleasant, winding walks and thicketed driveways leading up gradually from the city's base from the head of Sixteenth street or from South Portland by the Marquam hill road, and by other drives. There is choice of fine routes for returning.

Council Crest was so named upon the occasion of a gathering on the promontory of a number of delegates to the Tenth Triennial Council of Congregational Churches of the United States at a conclave in Portland in July, 1898. As a result of that gathering, at which there were formal ceremonies, it was suggested that a fitting name might endow the council ground, the point upon which vigils were kept and the fate of battles and tribes decided; where signal fires were lighted to inform the aboriginal tribes of the vicinity of impending danger. The name unanimously voted for was suggested by Dr. Leavitt H. Hallock, D. D., of Mills Seminary, Oakland, Cal., and formerly of Portland, Maine. In the christening company were many who had traveled widely over the globe and the diversity of scene and charm of the picture, as revealed on the short jaunt to Council Crest, aroused enthusiasm and gave the name vogue.

Council Crest was settled upon in 1863, when Portland was in the edge of the wilderness, by Judge Cornelius Beal, a venerable resident of East Portland. He grubbed

out the spot where stands an old orchard of today. As showing the fertility of the soil it is attested that Beal raised 600 bushels of potatoes on one acre in his mountain home. In the front door yard of his pioneer cabin was a tree, eight feet in diameter. It interfered with the view of the valley beyond. To remove it necessitated seven days' labor. Council Crest is not now occupied. The pioneer cabin is gone. In the future consummated park system of Portland, Council Crest, all would agree, should have place.

EXCURSION RATES FOR 1905

Official announcement has been made of the passenger rates effective on the transcontinental railroads to the Lewis and Clark Exposition. The rate will be only \$45 for the round trip from all points common to the Missouri River. Beginning next May these tickets to Portland will be placed on sale five times per month. The tickets include stopover privileges, which is regarded as an extremely important matter, inasmuch as everyone who comes to the North Pacific Coast will desire to make side trips through Oregon, Washington and other states.

The dates of selling and the various routes, etc., are to be made public later.

This rate from the Missouri River territory indicates that probably the round trip rate from Chicago to the Coast will be only \$50—and it may be less than this amount. A lower rate than \$45 may prevail, inasmuch as this fare is named as the basis for all special rates on account of about twenty national conventions which are to be held in Portland. This is the lowest round trip rate ever given from Middle Western territory to the Pacific Coast and demonstrates that the railroads are anticipating a big haul next year to the Exposition. Assurances were given the Board of Directors of the Exposition over a year ago that the rates to the Exposition would be low enough to satisfy every person. It is a rate that will not be overlooked and if, as stated, a little lower rate shall prevail for conventions and assemblies, the admissions from trans-Rocky Mountain states will be appreciably greater. Aside from this feature the entire Northwest will be visited by many thousands of homeseekers. With a basis of \$45 excursion rate from Portland to the East as against \$67.50 from the Coast to the World's Fair at St. Louis the past season, it can readily be seen that the Centennial possesses a great and profitable advantage and in presenting an inducement for visitors from a great distance.

U. S. COMMISSIONER

NOTARY PUBLIC

GEO. T. PRATHER

Hood River, Oregon

Real Estate, Insurance and Financial Agent.

Improved and unimproved lands in large and small tracts in the famous Hood River Valley. Several large tracts of timber land for sale in Oregon and Washington. Also lots and residence property in the city of Hood River. I have been a resident for 25 years, and 20 years in real estate. Best references. Correspondence solicited.

Hood River is noted for fine homes, schools, churches, its healthful and agreeable climate, grand scenery, unfailing supply of good water, good transportation facilities, and its wonderful crops of fruit.

Romantic Name of "Oregon"

THE CITIZENS of Oregon take a comfortable pride in feeling that their beautiful state is as beautifully named, and it is a little hard that they cannot say where the word came from. In "A Short History of Oregon," just issued by A. C. McClurg & Co., publishers, the compiler, Sidona V. Johnson, a Portland woman, frankly admits that it is an embarrassing situation.

"In that state," she says, "even a tenable theory will be warmly welcomed, and an untenable one not wholly neglected."

The name first appeared in print in Captain Jonathan Carver's account of his travels, published in 1778, in which he spoke of "the Oregon, or River of the West," meaning, of course, the river that was later named the Columbia. But nobody knows where Captain Carver got the word or whether he invented it. Archbishop Blanchet had an ingenious theory that it came from the Spanish orejon, meaning big ear—because the Indians of the region were so blessed. But our compiler interposes the historical objection that in 1768, when Carver was out there, Spaniards had never seen those Indians to know whether they had big ears or not. Likewise, "the theory that early Spanish explorers bestowed the name because of wild marjoram (*Origanum*), found along the coast, is quickly dispelled in the light of the fact that the name Oregon had appeared in print before the Spaniards had set foot on the coast."

Mr. Harvey W. Scott, editor of the Portland Oregon-

ian, believes that the name might have been left mysterious and impotent in Captain Carver's book, had not William Cullen Bryant, who must have read the narrative, taken a fancy to the pretty word and embalmed it in his "Thanatopsis" in the lines

In the continuous woods
Where rolls the Oregon, and hears no sound
Save his own dashings.

The region that evidently appealed so strongly to Bryant has evoked many a poetic fancy since his day.

There are, for instance, in the October Metropolitan, some stanzas by Helen Hay Whitney, daughter of John Hay.

SONG OF THE OREGON TRAIL

How long the trail! How far the goal!
Last year the moons might come and go
Like dancing shadows on the snow;
My heart was light, my heart was strong,
I cared not if the way be long;
But now—the end is you—my soul!
I fear the dark, I fear the dread
White frost that hovers round my heart;
The cold high sun, and wide apart
Frozen still pitiless stars above
So far, so far from my true love,
And, ah! I fear, I fear the dead!
I fear their fingers, grasping, pale—
I did not fear the dead last year!
But now!—the kisses of my dear,
The breast of her, so kind and warm—
Ah, Heart! I must not come to harm,
How far the goal! How long the trail!



THE UNION DEPOT, PORTLAND—SIX RAILWAY SYSTEMS ENTER HERE—DIRECT CONNECTION BETWEEN THE TERMINALS AND THE CENTENNIAL EXPOSITION GROUNDS IS HAD.

Hood River and its Fruits



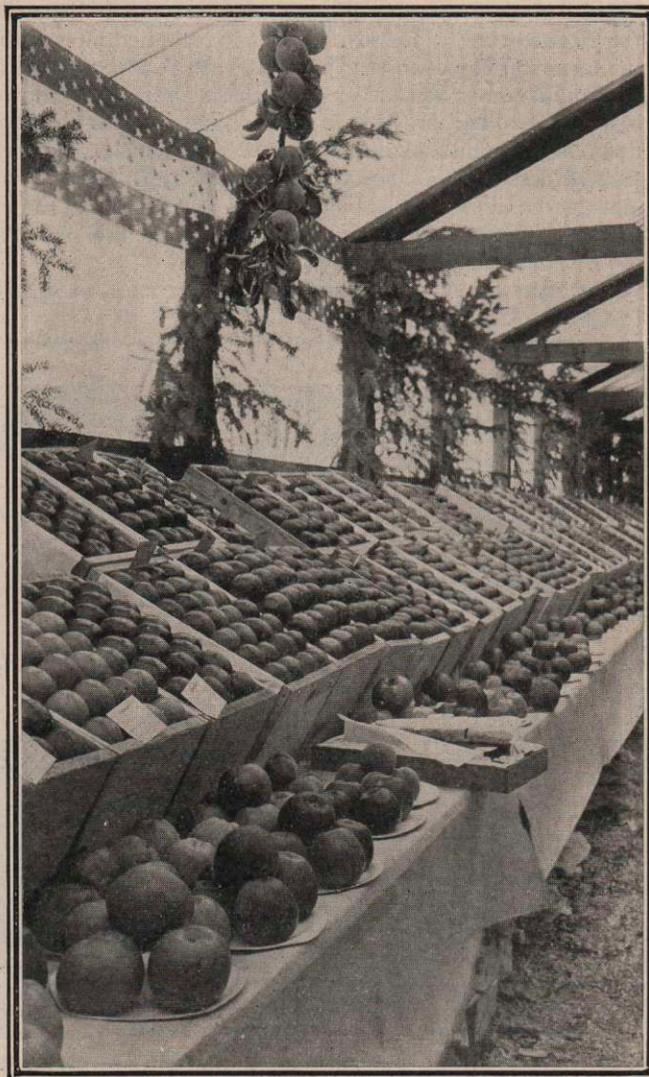
Just where the turbulent waters of the Hood River pour into those of the mighty Columbia, enthroned among the surrounding hills and guarded by the rugged, snow-capped sentinels of the valley, nestles one of the most beautiful little cities in Oregon—aye, in all the West. As one stands on the heights of the city of Hood River and views the glorious panorama spread by the lavish hand of a bounteous nature, the majestic Columbia, ever rushing towards the sea, the broad expanse of fertile valley, so thickly dotted with comfortable homes and wealth-yielding orchards — sees in the distance the timber-clad mountains holding in their fastnesses untold wealth for he who will wrest it from them — when one views all this and

considers that hand in hand with all this beauty and grandeur goes one of the most delightful and equable of climates, the wonderful growth and rapidity with which not only the city of Hood River but the whole of the valley bearing the same name, is coming into prominence and attracting the attention of Easterners, is no longer a mystery.

Though the town was platted about twenty years ago, its growth for many years was slow; five years ago it numbered only 500 inhabitants. At that time new vigor was infused into the commercial life by the energy of a few of its citizens, who realized that the wonderful resources at their command pre-destined them to an important foothold in the industrial and commercial world. And already they have met with ample evidence that their efforts and time are not miss-spent. Hood River has a population at the present time of 1800, with every prospect of rapid and lasting growth as it comes more and more into the public eye. Situated on the extreme north-

ern border of the great state of Oregon—twenty-seven miles from Mt. Hood, the pride of all loyal Oregonians, only sixty-five miles from Portland—it has everything to make it a desirable site for a home.

Hood River Valley is pre-eminently a fruit-growing district. The strawberries and apples grown here have secured recognition in all the leading markets of the United States on account of their superior size, flavor and color. The strawberry first drew attention to the fact that in the soil and climate were combined such conditions as exist in few, if, indeed, in any other sections. A peculiarity of the Hood River berry aside from its wonderful size is that its rich color is not surface, but extends clear through the fruit, causing it to remain red when cooked and canned, whereas most berries fade when heated, or at least after a short time. After being canned two or three years the Hood River berry is found to be as vivid in color as when plucked from the vines. Another



APPLES EXHIBITED AT FRUIT FAIR.

very desirable quality which this berry possesses is remarkable firmness, which permits its being shipped in the fresh state as far as the Atlantic sea coast, a distance of over 4000 miles, where they arrive in first-class condition. They are shipped in refrigerator cars, by special trains to the principal Eastern cities during the berry season and are put on the market in such perfect condition that they command higher prices than do the berries grown locally. For example, this year Hood River berries after a 2000-mile journey sold for \$2 a crate in the markets of Chicago, when Michigan berries, picked the day before, were only bringing \$1 per crate in the same markets.

In 1904 Hood River shipped East 90,000 crates of strawberries, netting the growers \$140,000. This does not include the immense amount used locally, which would probably aggregate another 25,000 crates.

A marked peculiarity of this valley is that west of the Hood River are grown these remarkable berries,

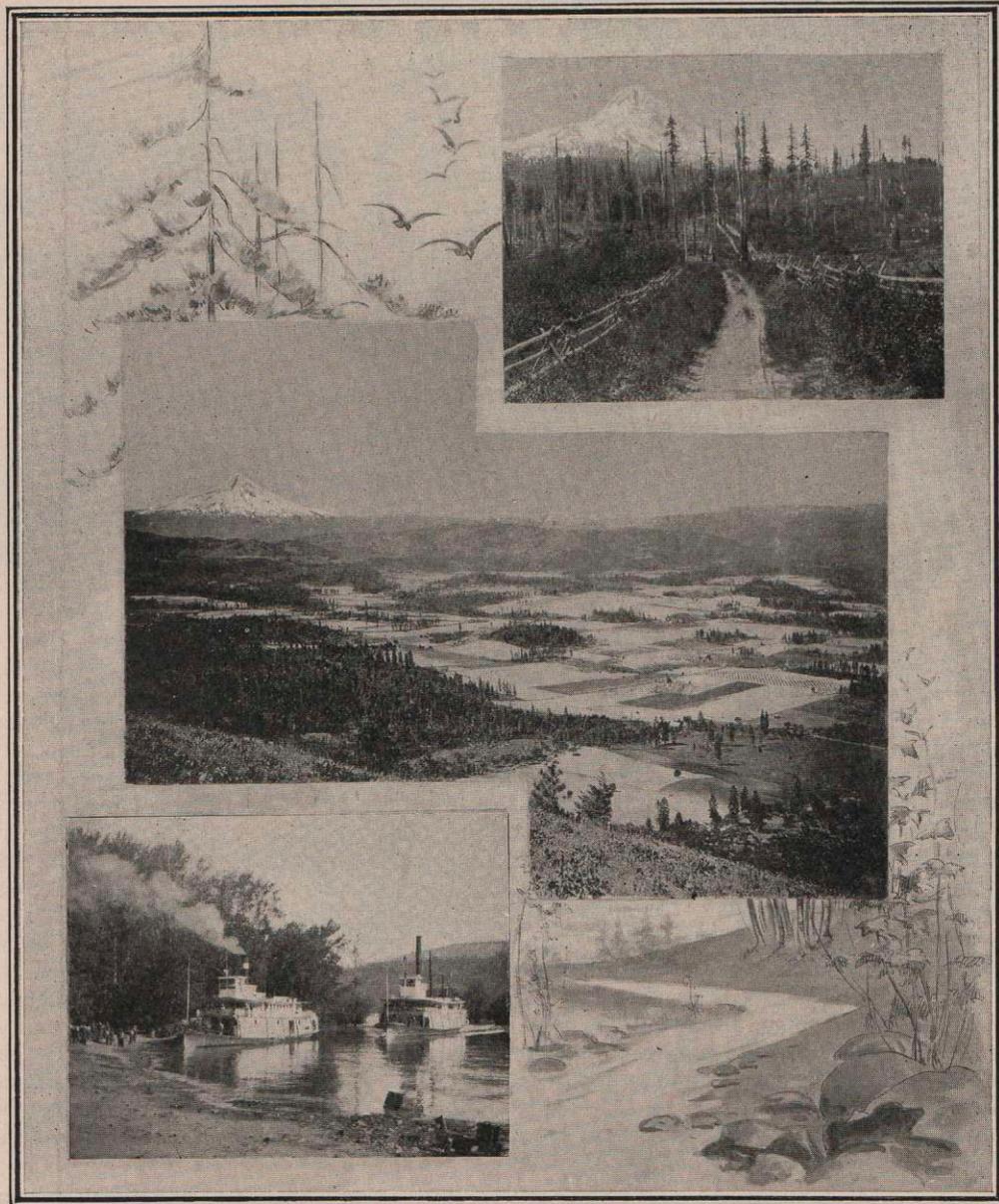
while the soil on the eastern bank is found much better adapted to the culture of the apples which have made the valley famous. About 800 acres are devoted to berry raising, the majority of the fields being small, from one to five acres. These fields run right up to the city limits, and this is laughingly urged as a good reason why city lots are so high-priced, the land is too valuable to devote to building homes upon. This berry land is a rich, reddish, sandy loam, and has a large percentage of what is known as shot gravel—i. e., a small gravel which resembles nothing so much as ordinary shot. When this is exposed to the air as the ground is cultivated it deteriorates and eventually disappears in a large measure. Scientists tell us that it is the iron found in this gravel which imparts the fine color and firmness to the Hood River Valley fruit.

Most of these berry farms are of such size that they can be cultivated and cared for by the owner without outside help until the harvest is ready to gather. These farms sell at from \$300 to \$500 per acre, and raise from one to

two hundred crates per acre, owing largely to the care used in their cultivation. The leading variety used for commercial purposes is that known as Clark's Seedling.

There is considerable uncleared berry land available which may be obtained at a very reasonable price. It is an ideal place for a small farm. What is known as four-tier berries, or four tiers high and four berries in a row that completely fill the boxes, is the standard for shipping; anything smaller than five-tier berries being discarded and sent to the canneries. The grading and packing of the fruit is regulated by inspectors employed by the shippers. Through their vigilance the fruit grown and shipped away is kept at a high standard of excellence. About 65 per cent of the growers are organized for marketing their own berries under the name of the Hood River Fruit Growers' Union. A few growers ship independently, and the balance consign their berries to local commission men.

Nor is the berry season as short as some might imagine. Hood River Valley is composed of a series of



SCENES IN HOOD RIVER VALLEY.



PACKING STRAWBERRIES FOR SHIPMENT.

ledges or benches, rising from the Columbia River back to the mountains. On the lower bench, where the elevation is about 100 feet, the berries are ready for market by the middle of May; on the next ledge, at an elevation of 400 feet, they attain perfection two or three weeks later; on up at what is known as Mt. Hood settlement, where the elevation is 1500 feet, the Fourth of July finds the berries at their prime, while higher yet, and only eight miles from the city of Hood River, on the slope of Mt. Defiance, the residents enjoy the luscious fruit about the middle of August, so that within a distance of eight miles they have strawberries practically from the middle of May until the first of September.

While but passing attention has been given other small fruits, all flourish to a remarkable degree, and need only an opportunity to add immeasurably to the valley's wealth.

One of the crying needs of the valley is a cannery,

as much fruit goes to waste on account of the lack of adequate means to care for it. A capitalist or company seeking a location could not happen on a better one or a surer business venture than a cannery at Hood River.

But strawberries are only one of the fruits which have made Hood River famous. Equally or even more familiar is the term Hood River apples. Apple buyers from the East tell us there is absolutely no competition in the whole world for the Hood River Spitzenberg and Yellow Newtown Pippin. They are without peer. Such size and radiant color is unknown outside of the little valley. The iron which we have mentioned as lending color to the berries, combined with the continuous summer sunshine, imparts a warm glow to the apples which makes them of such beauty that when put up in fancy cartons and tied with ribbons the Spitzenbergs readily sell for \$1 per dozen for the holiday trade in New York and London. They are eagerly sought for by the fancy

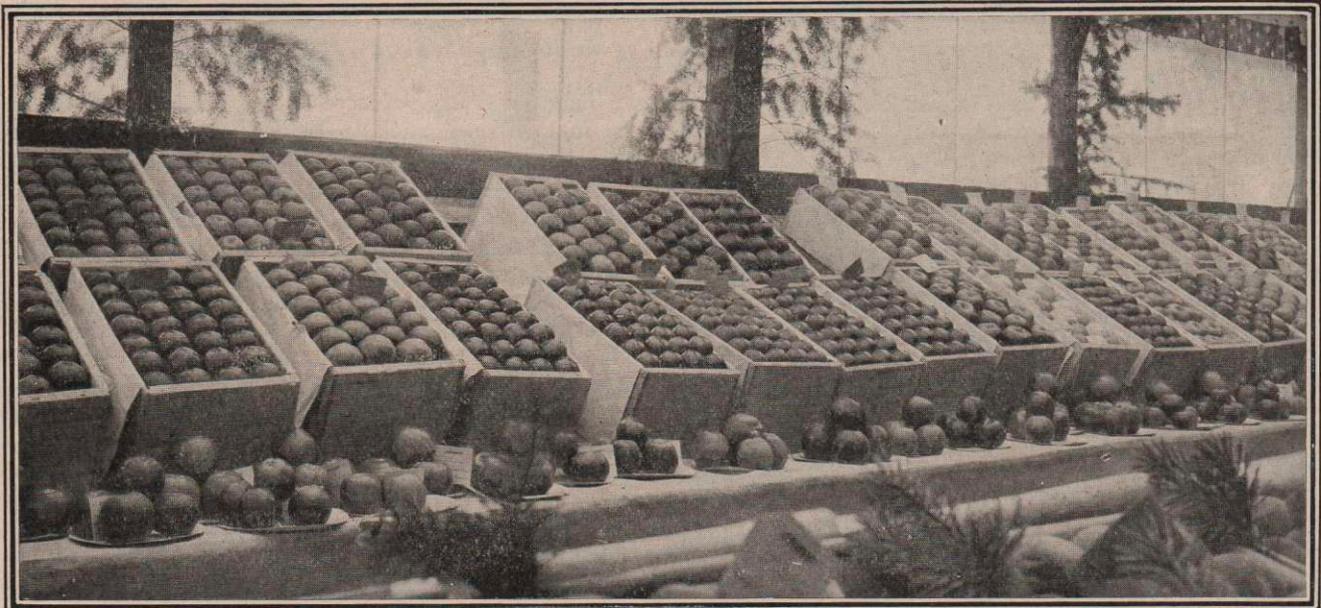


EXHIBIT OF APPLES AT FRUIT FAIR.

fruit stands, hotels, ocean steamers and restaurants. The Spitzenberg, a rarely beautiful vivid red apple, is the favorite in the United States, but in London, Liverpool, Hamburg, Berlin and other European cities the Yellow Newtown is the choicer fruit, bringing as high as \$3.65 per box, and netting the grower \$2.25.

There are about 2800 acres of growing orchards in the valley. However, many of the trees are not yet bearing. It is estimated that the crop this year will be about 100,000 bushels, or 160 carloads. Figuring on a conservative yield of 300 bushels per acre, fruit men of this section say that the yield by 1907 should be between 800,000 and 1,000,000 bushels. When we know that the entire crop this year has been sold f. o. b. Hood River at \$2.10 per box for 4-tier Spitzenbergs and \$1.75 for 4-tier Yellow Newtowns, and that there are but 96 4-tier apples in a box, we gain some idea of what an enormous source of wealth the orchards are and will be to the residents of this valley.

These two varieties lead in the commercial orchards, though many Baldwins and Ben Davis are planted, principally as a pollenizer. While other varieties raised here are remarkably fine, they can be grown in other localities, but the Spitzenberg and Yellow Newtown attain no such perfection elsewhere in the world. At Rogue River, Oregon, and in a portion of West Virginia, they raise very fine

Spitzenberg apples, but not to compare with those of this valley and they never bring the price the latter fruit does.

It is an inspiring sight to drive through the valley at apple harvest time. The orchards are planted with methodical precision, the ground is as smooth as a lawn, the trees are pruned into uniform size and droop almost to the ground under their loads of red and yellow beauties. The majority of trees are pruned in what is known as the



MT. HOOD HOTEL.

wineglass shape and are headed so low most of the fruit is picked by men standing on the ground. It is then hauled to the apple house, where it is burnished by hand and packed by professional packers. No fruit is shipped until inspected and pronounced in first-class condition.



APPLES EXHIBITED AT FRUIT FAIR.

The growers are thoroughly up-to-date in methods of growing, handling and shipping, and have won many prizes at the world's fairs in the past few years.

Four-tier apples are the standard, while three and 3½-tier apples are sold to the fancy trade and bring prices accordingly.

A fruit fair was held in October of this year, which was a source of wonder to the many visitors. We print some illustrations this month of fruit exhibited there which speak volumes. This exhibit was shipped intact to the fair at St. Louis, where it has attracted universal attention and admiration and proven a great advertisement for the valley and the whole state of Oregon.

There are few absentee landlords in this section—almost all the fruit farms being operated by resident owners, and as twenty acres or less is the usual sized farm it is almost like a city. A very few acres properly handled will soon make its owner independent. We were shown one orchard of three acres of 10-year-old Yellow Newtowns which last year netted its owner \$1300 per acre. In this orchard we were shown one tree which this year produced 30 boxes of apples. There are from 65 to 100 trees to the acre, depending on the variety and the individual fancy of the orchardist.

Only a small fraction of the available apple land is under cultivation. Uncleared fruit land can be bought for from \$30 to \$100 per acre; that which is cleared and ready to plant brings from \$100 to \$400 per acre, while bearing orchards sell as high as \$1000 per acre.

Nor is fruit the only source of income. The lumber industry is bringing \$350,000 into the valley and is only in its infancy. There are about 150,000 feet of logs cut yearly in the surrounding mountains and rafted down to the big mills located at the city of Hood River. The

mill men tell us there are millions upon millions of feet of the choicest timber in the vicinity of the Hood River, which will keep the mills cutting 200,000 feet of lumber daily busy for fifty years.

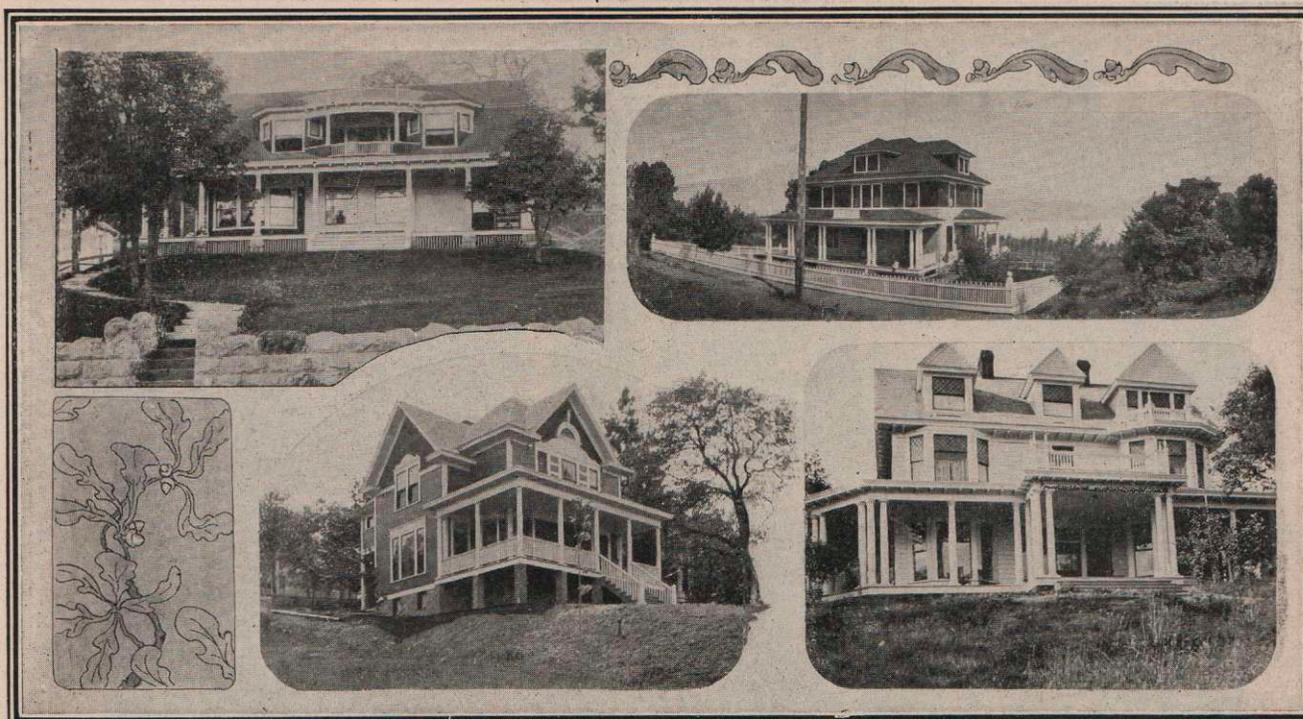
Grain and hay are among the principal export crops of the valley. Clover and timothy hay grow very heavy, the former yielding four to five tons a season in two cuttings. This affords unsurpassed dairying facilities, which in time will be developed, though up to the present time it has been overshadowed by other industries.

Hood River, with an abundance of water power at hand, offers every inducement for manufacturing plants of various kinds. A pulp mill would do well, as would also a woodenware mill. An engineer's measurement of the water power in the stream of Hood River shows 10,000 horse power per mile for a distance of ten miles. This gives a total of 100,000 horse power, a power, when converted into electrical energy, sufficient to operate the machinery of the state. A fifty-foot dam in the stream of this river is a projected scheme now under way by local capitalists.

Transportation facilities are always of considerable moment in the growth and development of a new section. They are of the best at Hood River. The O. R. & N., the Oregon line of a great trans-continental road, passes through the city, affording three passenger trains each way daily. The Columbia River, with its many daily steamers, offers another and easy mode of transporting produce; while competition keeps the freight rate at the minimum. Besides these, Hood River is within easy access of three other transcontinental roads, so there is never a dearth of shipping facilities.

While speaking of transportation it will not be amiss to mention the excellent country roads found in this val-





REPRESENTATIVE GROUP OF HOOD RIVER HOMES.

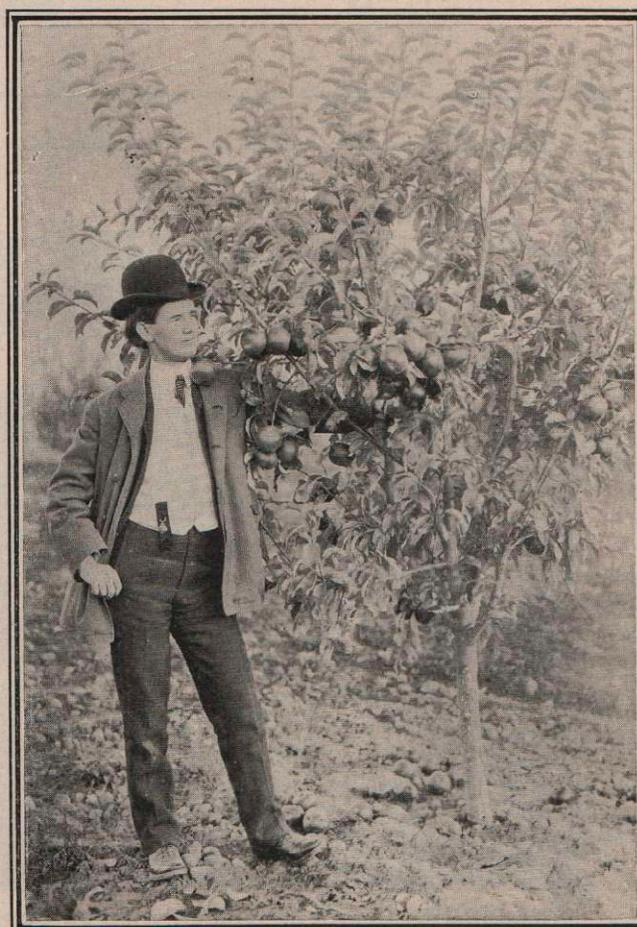
ley. They are kept in fine condition by constant work, and the grades are not much more difficult than in a level prairie country.

In the immediate city there is a plan on foot for an electric street car line between the city and the river docks. A franchise has been applied for and the promoter tells us there is every chance of its being readily granted, and he promises that the line will be ready to operate within ninety days from the date the franchise is granted. All wires, rails, poles, cars and other equipment have already been secured, so there need be no delay. This will greatly facilitate handling orchard products, as it will handle freight as well as passengers.

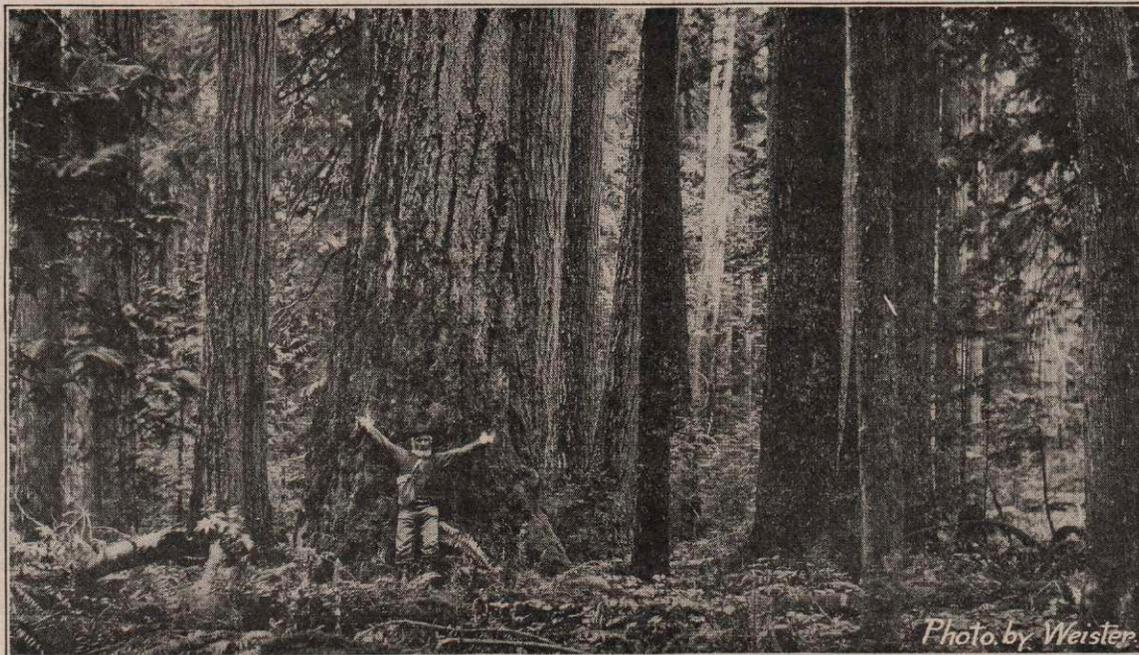
And what of Hood River for a home? The climate is very mild and equal. The eastern range of the Cascade mountains protects it from the stormy winter winds and the high range of the same mountains on the west protects it from the heavy rains which visit the state farther west. The rainfall here is about 35 inches, affording ample moisture for maturing early crops, while several large irrigating ditches enable the farmer to produce abundant yields of all crops throughout the summer regardless of summer rains.

There are all the usual business interests represented in Hood River, to an extent very unusual in a town of its size. A good electric light system, water works, two stable and conservative banks, a live newspaper, particularly efficient schools, fraternal societies, a vigorous and growing commercial club, which is handled in a manner to redound to the credit of the city and her institutions—all combine to make of Hood River a most desirable home town.

It is not necessary that one have large capital. Here is a place and a welcome for the farmer and the man of small means who is willing to work not only singly, but in conjunction with his neighbor for the upbuilding of this thrice favored portion of the footstool. The secretary of the Commercial Club will gladly reply to inquiries concerning the Hood River country.



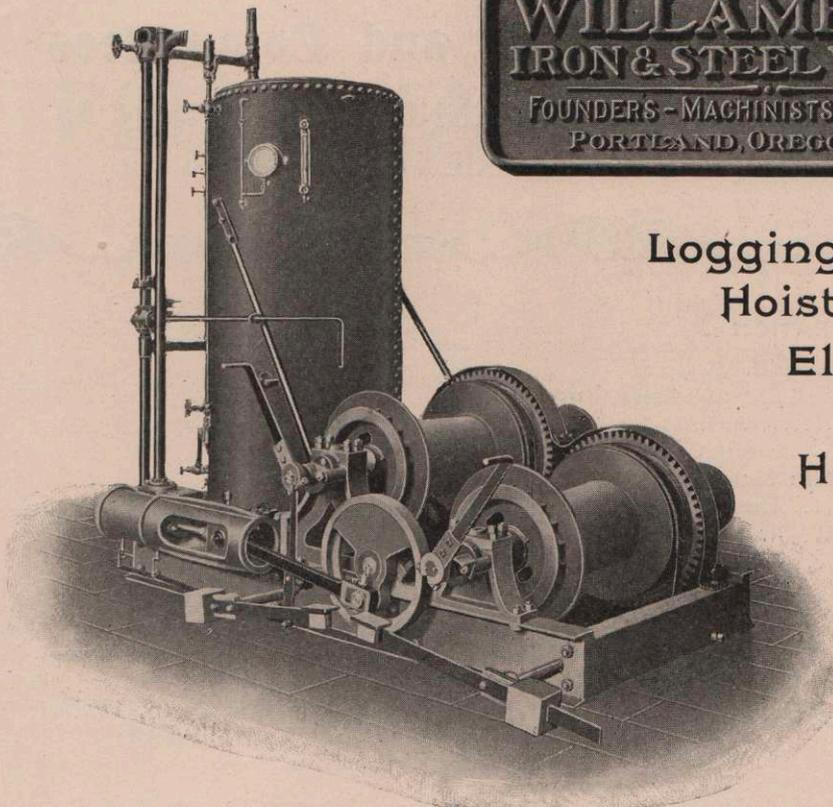
TWO-YEAR-OLD HOOD RIVER JONATHAN APPLE TREE AND R. M. HALL, THE ENTHUSIASTIC ADVERTISING MANAGER OF THE O. R. & N. COMPANY.



A COLUMBIA RIVER FOREST FROM WHICH THE LOGS FOR THE FAMOUS FORESTRY BUILDING AT THE EXPOSITION GROUNDS WERE TAKEN.



DAIRYING INTERESTS OF OREGON WILL BE DISPLAYED AT THE CENTENNIAL—THE AVERAGE OREGON COW GIVES 178 GALLONS OF MILK AS AGAINST 108 GALLONS FOR THE AVERAGE DAIRY COW OF THE WHOLE UNITED STATES.



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THE LIVE STOCK PREMIUMS

Widespread interest is shown by livestock men all over the Pacific Coast in the premiums to be offered by the Centennial Exposition for displays of fine stock amounting, in all, to \$40,000. The arranging of definite dates has been left to a later time but the prospects now are that there will be one of the biggest stock shows in the country in connection with the Exposition.

The dairy test will be inaugurated in September, 1905. All the breeders of the Coast are preparing for participation in the event as the capture of prizes at this exposition will be recognized as a distinguishing mark of merit.

The horse show will take place during September and \$10,000 will be hung up in premiums. For cattle there are \$16,500; sheep and goats, \$6,500; swine, \$3,500; poultry and pets, \$1,500, besides other prizes yet to be decided upon. The cattle, sheep and hog shows will probably be held during October.

PACIFIC COAST MONEY TERM

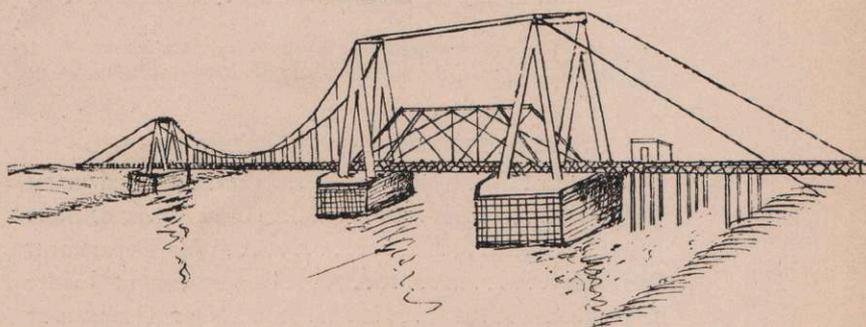
Eastern and Western visitors to the Exposition will quickly be detected by the terms they use in speaking of their change, if by no other token. There is still a great fondness for "two bits," "four bits" and "six bits" among Pacific Coast people in speaking of a quarter, a half and three-quarters of a dollar, respectively. The average Western man very probably will ask for a child's ticket at the gate by saying, "two bit ticket, please."

Not one person in a thousand even of those who habitually use the term knows its origin but "bit" is a very familiar term on the Coast.

Even as late as the close of the eighteenth century the silver coinage of the United States had not superceded the

Spanish "milled" dollar in the west and south. Fractional currency was particularly scarce, and to obtain this the Spanish "milled" dollar was cut up to make change. Halves and quarters, of course, suggested their own names, but when the quarter was cut in two, the word "eighth" was discarded for "bit," a small slug having the value of twelve and one-half cents. Many curio collectors have these slugs in their possession, although, of course, they have long since gone out of use as currency.

So with "thrip" used in New Orleans and the vicinity as an equivalent for the nickel or five-cent piece. "Thrip" is merely an abbreviation of "threepence," the coin of that value once in general use, representing about the same amount of money as a five-cent piece.



Suspension draw bridge across the Cowlitz River at Kelso, connecting it with the village of Catlin. The bridge has a total length of 937 feet. The longest span is 380 feet and the draw will be 80 feet. It will be built by local capital, consequently will be a toll bridge. It is expected to be completed and open for traffic by April 1, 1905.

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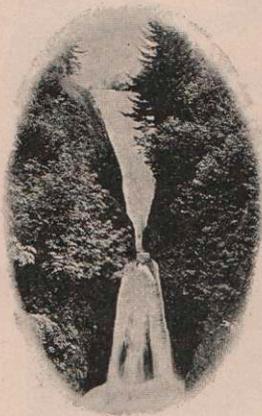
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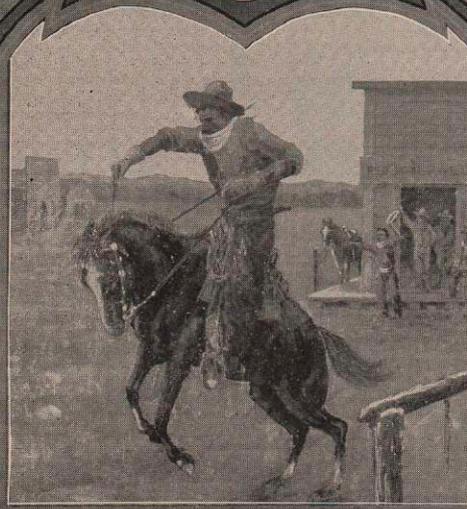
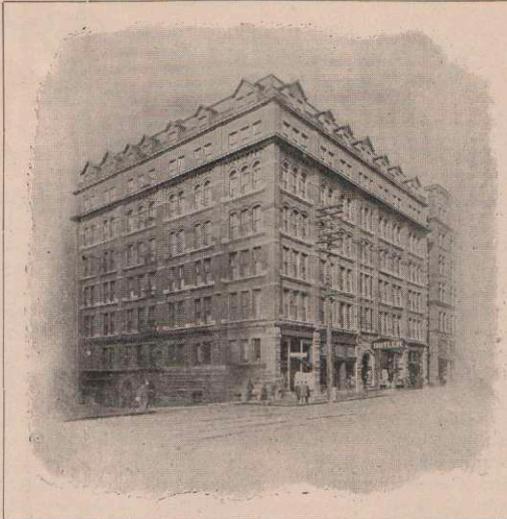


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THE WILLAMETTE VALLEY

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. Ry., and styles itself the "Gateway to the Sea." It is a city of schools, churches, newspapers, banks and mills and first-class hotels, and is surrounded by a prosperous rural district. **CORVALLIS** is the capital of Benton county, the center of the matchless Willamette Valley; the county is watered by the Willamette and numerous mountain streams; the soil and climate are adapted to general farming, dairying and orcharding—a stock-farmer's paradise, where clover and vetch often produce three to five tons of cured hay per acre. Address White & Stone.

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

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

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 Olequa Creek and N. P. Ry., has population of 1,000 and pay-roll of \$10,000 per month; a sawmill town, ship knee and spar manufactory, schools, churches, express, telephone and paper. Near by are abundance of good timber, farm lands, coal and potters' clay; distributing point for large district. Centralia has the most manufacturing interests of any town in Southwest Washington. Has immense lumbering interests. A good modern town, population 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, COWLITZ COUNTY, on the main line of N. P. R. R. and Cowlitz River, a navigable stream, and four miles from the Columbia; population, 1200; has four sawmills, a box factory and two shingle mills, four churches, two large school buildings, banks, weekly newspaper, electric lights, water works, telephone. The valleys surrounding exceedingly fertile, a fine fruit and dairy country. The timber extensive, fir, cedar, ash, maple, alder and hemlock unlimited. Coal and clay in abundance and accessible. Need capital for development, and manufactures of all kinds in wood. Canning factory and pickling works, brick yard and a laundry. Everybody welcome. Address Business Men's Club.

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,

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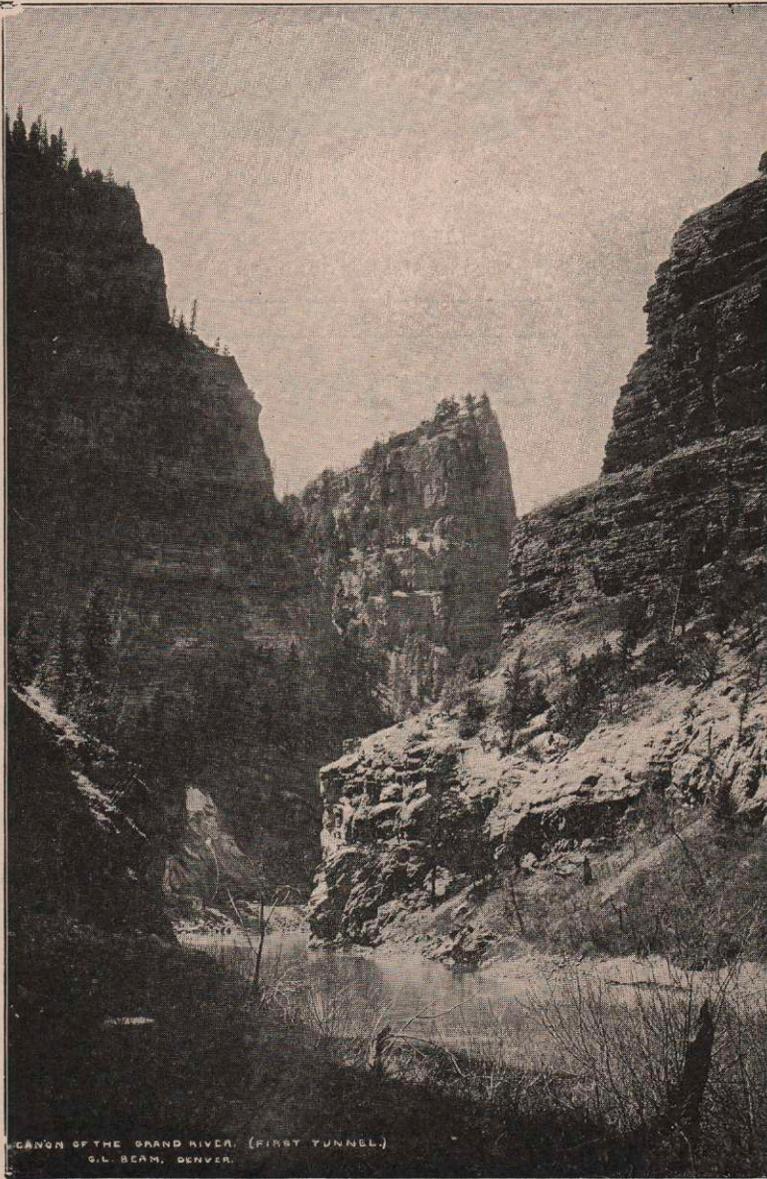
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The CANYON of THE GRAND

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

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

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

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

—CY. WARMAN

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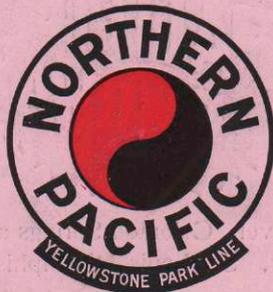
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