

# LEWIS AND CLARK JOURNAL

PORTLAND, OR., DECEMBER, 1904.



CHRISTMAS MORNING, FORT CLATSOP 1805.

OFFICIAL PUBLICATION OF THE LEWIS AND CLARK EXPOSITION

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# The Lewis and Clark Journal



Vol. II

PORTLAND, OREGON, DECEMBER, 1904

No. 6

## Notable Exhibits are Secured

The following important and interesting report of the Exhibits Bureau has been prepared by Director of Exhibits Dosch, for the Christmas Lewis and Clark Journal:

OREGON STATE BUILDING, WORLD'S FAIR GROUNDS,  
*St. Louis, November 16, 1904*



JAPANESE TREE

and herewith give Journal readers some data, as to how we are progressing and what visitors may reasonably expect to see in 1905, and is, perhaps, the best Christmas present I can give you and the people of the Pacific Northwest.

I do not want to weary you with the trials, tribulations, worry and antagonism we had to overcome here, and while it would fill a good sized volume and possibly make interesting reading, it was often so discouraging that only for the good of the cause I felt at times like lying down by the wayside. Just when I felt most disheartened, some desirable exhibit application was filed, which gave me courage, and spurred me on to renewed efforts, until now I begin to breathe easy once more, for I see the rainbow of promise and plenty within reach.

It is a long lane that has no turn, an old saying which applies with peculiar force to exhibition work, as the "turn" only comes when the turnstiles cease to click at the close of an Exposition, but I feel it my duty to give something tangible for the next issue of the Lewis and Clark Journal. I turned all work aside, it being Sunday, had a few hours to myself to look over my records

### GREAT DEMAND FOR FLOOR SPACE

As will be seen from the following calculations, floor space within the Lewis and Clark Exhibit Palaces will not only be at a premium before the close of the Louisiana Purchase Exposition, but it will necessitate the erection of a new Palace to be known as the Palace of Manufactures and Varied Industries, as we were forced to make a change in converting the present Palace of Industrial and Liberal Arts into our Foreign Building, and the present Foreign Building into the Liberal Arts Palace, with the additional Palace above referred to.

President Goode and myself have considered this matter carefully, and concluded that this change is the only way out of the dilemma for the betterment and imperative enlargement of the scope of the Exposition.

### SEVENTY THOUSAND SQUARE FEET GRANTED

To explain further the contemplated changes: Our present Foreign Palace contains 31,816 square feet of floor space, including the gallery, while we now have on file and granted 70,000 square feet space to Italy, Russia, Japan, China, Germany, France, Russia, Sweden and Norway, Holland, Austria, Hungary, Switzerland, England, Persia, Turkey, Egypt, East India, Costa Rica, with Australia, Tasmania, Africa and other South American republics still to hear from.

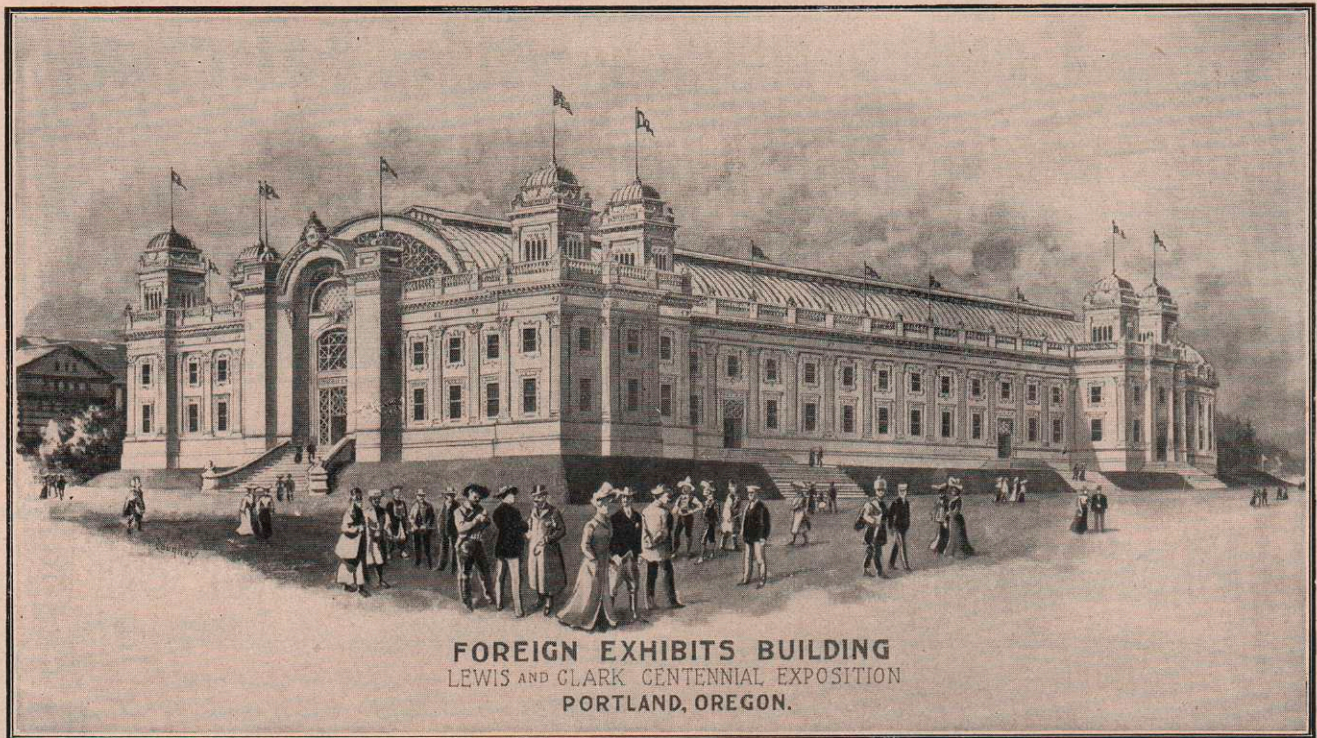
All these foreign exhibits will not only consist of the creme de la creme of this Exposition, but many of the commissions have sent representatives to their respective countries for new and interesting exhibits.

### FAMOUS PERSIAN COLLECTION

Dikran Khan Klekian, Commissioner General for Persia, said to me:

"Besides this magnificent display in the Imperial Persian pavilion, I will send my private collection of fine art goods, now stored in a safety deposit vault at Paris, France, which alone is valued at a half million dollars, and could not be bought for five times that sum."

Besides these, there are other surprises in store for Oregon.



FOREIGN EXHIBITS BUILDING  
LEWIS AND CLARK CENTENNIAL EXPOSITION  
PORTLAND, OREGON.

THE FOREIGN EXHIBITS BUILDING IS COMPLETED AND WAS FORMALLY TURNED OVER FROM CONTRACTORS, NOVEMBER 19. Photo by Lewis and Clark Photographic Co.

Along the line of domestic exhibits, we have applications filed covering 33,743 square feet, which will just comfortably fill the Liberal Arts Palace under the proposed change. The Agricultural Palace contains 96,600 square feet, two-thirds of which is set aside for state exhibits; of the remaining 32,000 square feet, 15,760 are now assigned to agricultural exhibits.

The Electricity and Transportation division, covering 16,600 square feet each, is all taken up and a like amount for the Machinery division is nearly all taken.

The Mines and Metallurgy Building covers 20,000 square feet, of which 5,588 square feet is now granted for mining and machinery exhibits to the various states desiring such space.

The Forestry Building, which is, in itself, a famous exhibit, contains only 21,945 square feet, scarcely enough to hold Oregon's exhibit, and a number of other states asking for space.

#### MANUFACTURING DISPLAYS

In addition to these, we are now negotiating with forty-six manufacturers, who are intending making live and active exhibits, and fifty-seven manufacturers who are considering the question. Among these several have asked for so much space that it was impracticable to place them into any of our exhibition palaces, so they have concluded to erect their own buildings, for which ground space has been granted, notably: Walter Baker & Co., 10,000 square feet; Allis & Chalmers Co., 15,000 square feet.

Last, but not least, is our Live Stock Exhibition, which, together with the other exhibits, has had my careful consideration.

#### NOTABLE LIVESTOCK COLLECTIONS

The Fine Stock Breeders' Association, more particularly of Wisconsin, Illinois and Iowa are very enthusiastic about our Exposition, and I learn from reports of their

deliberations, that at least fifty car-loads of choice-blooded stock of the various kinds will be sent to Portland. The Iowa blooded stock breeders alone contemplate sending an entire train-load of the finest and choicest stock to be found in that state.

You will agree with me that the outlook is at least promising, and that we may retrospectively look with pardonable pride, over our summer campaign at St. Louis.

HENRY E. DOSCH,

Commissioner General and Director of Exhibits.

It has since been decided by the Executive Board to erect another Manufacturers' and Varied Industries Building at the 1905 Centennial for Pacific Coast exhibitors. The additional structure will provide approximately 60,000 feet of floor space. The directorate of the Exposition reassures Coast manufacturers that they will all be provided for. The additional structure will make eleven exhibition palaces. There will be an exclusive Oriental Building and an exclusive European Exhibits Building. Ways and means are to be forthcoming soon in accordance with plans for the increased scope of the Portland Fair. The Exhibits Bureau, which has been exploiting the East and Middle West, will return home.

#### "HIT THE TRAIL"

Is to be the slogan of the Northern Pacific in connection with the Lewis and Clark Centennial Exposition at Portland next year. A. D. Charlton, assistant general passenger agent at Portland, coined the motto and it has been adopted by the company, and all of the company's advertising matter calling attention to the Exposition will display the slogan.

# Congress of Cis-Pacific States

By MAJOR ALFRED F. SEARS, C. E.

**T**WELVE nations control the 18,000 miles of shore line extending along the Pacific Ocean Coast of these American continents. Of these twelve nations, about 25,000,000 of population occupy states and provinces directly interested in and dependent on the commerce of Pacific Ocean ports.

Extraordinary enterprise has been exhibited in the development of our commerce with the Orient, but the superior value of American trade with the ports of this continent is shown by the figures of the Department of Commerce and Labor in the Monthly Consular Reports, which should be in the hands of every man interested in the enterprises of this country. From these official documents we learn that last year, American exports to the Orient—China, Hongkong, and Japan—amounted to \$37,400,000, while to the Pacific ports south of us they were of the value of \$56,850,000. In the same time our imports from the Orient amounted to \$48,500,000, and from the Pacific ports they reached the sum of \$56,350,000.

Of the \$1,500,000,000 constituting the total exports of the United States to foreign countries, nearly one-half, \$640,000,000, were of productions we consider the special adaptations of our great Northwest, being of animals on foot, meats, dairy products, wool, dried and canned fish, fruits, vegetables, lumber in its various shapes, breadstuffs, malt liquors, hops and hay.

## OREGON PINE IN READY MARKETS

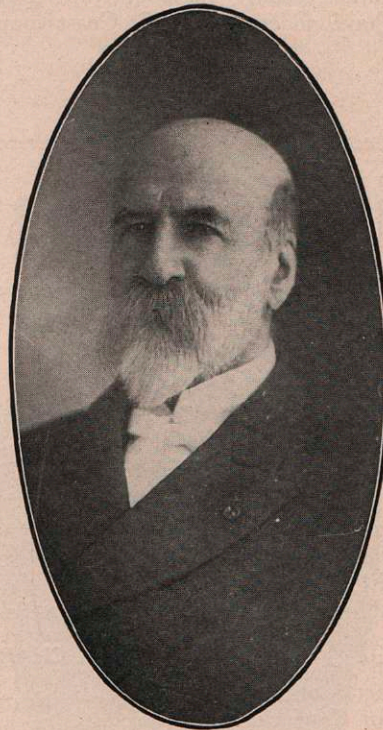
Four years ago, I came up the coast from Chile to Panama, and stopping in eight ports, saw, in every one of them, cargoes of lumber advertised as Oregon pine, being the yellow fir of the region. Every one of the articles enumerated in the above list as our special product finds a market in great amount in the ports south of us. The freights, also, are in favor of the southern voyage as compared with the western passage into the region of typhoons, while the distances rule in the same direction. Thus, if we select Portland as the starting point, we find the voyage to Yokohama 4300 miles, and to Hongkong, 7000 miles; from Portland to Mazatlan, Mexico, 2000 miles; to Callao, Peru, where we sent last year 18,000,000 feet of lumber, 4600 miles; and to the distant port of Valparaiso, 6500.

Freights are for lumber to China, \$10.50 per thousand feet; to South American ports, \$8.50. For wheat and flour to China, \$6.50 and \$5.50 per ton re-

spectively; to South American ports, \$4.50 per ton.

Immense efforts are in exercise among the merchants of New York and Germany as strong and active as those of the English companies, which have long held the commerce of the South Pacific ports in their control. The German Cosmos line of steamers is able to declare dividends of 15 per cent on the earnings of its Pacific Coast trade, extending from the Straits of Magellan clear up to San Francisco. This line has carried a cargo of 900 tons of sugar from Acajutla to Seattle, being able to outbid the American for whom the cargo was originally intended. Another German company has been started for the Pacific trade at Hamburg, and is doing a profitable business. The Grace Brothers and Flint Company have lines running through the Straits as far north as Guayaquil.

Such facts demonstrate the value of the commerce of these coasts and must stimulate the capital of the Northwest to a share of the enterprise. It is not easy to root out the friendships of trade, when a just temper has been exhibited by the parties engaged. But the experience of the Pacific Mail Steamship Company has shown that no corporation is safe from competition, though it imagine itself omnipotent. The two English companies of the South Pacific, the Pacific Steam Navigation Company and the South American Steamship Company, extended their itinerary to San Francisco and reduced the traffic of the old



MAJOR ALFRED F. SEARS, C. E.

American P. M. Co. to 22 per cent of its former value, forcing it into an arrangement by which the competing companies have now withdrawn from that route.

It is desirable that the business interests of the Cis-Pacific states should become mutually acquainted with the advantages that must accrue to them by the development of a system of commercial economics, to which at present they are almost strangers. The commerce of the coast is entirely done by the agency of steam, so much the more expedient, that it is done in smooth seas along a coast indented with innumerable safe harbors, making just so many market points. There seems no reason why our products should be taken to a California port to be unloaded, piled in yards and warehouses and then reshipped for a neighboring port, subjecting the buyer to enormously increased cost, when he may have direct access to the producer.

## A CIS-PACIFIC CONGRESS

Is it not desirable that the agents of these enterprises get together in a Cis-Pacific Congress during our Exposi-

tion period and exchange ideas on the commercial situation? The south can bring us the sugar and coffee of Mexico and Central America; their textiles of ramie and cotton and the agave; their liquors and wines and fruits. On the California coast is an immense area of desert, which has been redeemed from sterility by the art of the irrigationist, while on the South American coast, extending from the Ecuadorian line along the whole length of the Peruvian coast into Northern Chile, is a similar desert of wonderful fertility when it receives the magic touch of water. Peru produces a unique cotton in various colors, from the most beautiful pure white to a dark brown, almost red, which is used in England in the adulteration of woolen goods, and for which our factories afford an excellent market; invaluable is it for blankets and underwear, being naturally of sanitary worth, as it requires no admixture of dye-stuffs. From there, too, would come the Panama hats and those amacas de familia (family hammocks), of which in this country we have no con-

ception. Sugar and coffee the finest in the world, also sulphur and salt, and from Chile we should see the fertilizers of the world.

In the valleys of the desert region there are haciendas producing the pure Arabian horse; olives and true olive-oil; fruits, of which as yet we know nothing. Space fails me to enumerate the many articles of use and luxury to be found south of the equator on the Pacific coast, and there, too, is a market for every production of the Pacific Northwest to be had by direct purchase instead of through middlemen, who put our goods at a discount to earn their profits.

The Pan-American Bureau, supported by all the American republics, has done much to promote confidence and increase commerce between the different nations represented in its work.

A Pan-Pacific Congress to meet with us next year would undoubtedly receive the cordial welcome of all the great Pacific Coast commerce.

## Educational Institutes

Sunday on the Lewis and Clark Exposition grounds will be observed in an enlightening and edifying manner. Instead of tightly closing the gates to the public all day, they will be thrown open at noon, although all the machinery will be stopped, and all the exhibit buildings, except the Palace of Fine Arts, will be closed.

One of the greatest series of institutes the world has ever known is being planned for the Exposition, embracing religion, education, civics, charities and corrections, labor, science, history, and woman's work. Notable men and women from all parts of the world will be secured to deliver addresses, including famous exponents of Buddhism, Mohammedanism, and the religion of Confucius. A general program provides for an institute on each Sunday between June 1 and October 15. The plan of keeping the Exposition open, besides giving the people a chance to hear some noted speakers and become enlightened on many different subjects, affords an opportunity to enjoy the beautiful architecture of the buildings and to drink in the glories of the landscape picture and the surrounding scenery.

### CLERGYMEN TO ASSIST

It is the aim of the management to make the institutes of 1905 the greatest gatherings of the kind ever held. The details in connection with the institutes will be left to a committee of five educators and clergymen who will shape the program under the general direction and with the co-operation of the executive committee of the Exposition. The dominant idea will be to make a fair showing of all the forces which have been material in the development of Western America and contributed to its progress.

The conferences on religion held during this period will be addressed by men of national reputation, such as Lyman Abbott or Amory H. Bradford of the Congregational

Church; Edward Everett Hale, Minot J. Savage, Robert Collyer or Samuel Eliot of the Unitarian Church; William S. Rainford or R. Heber Newton of the Episcopal Church; Bishop McCabe, Bishop Fowler or Bishop Hamilton of the Methodist Church; Archbishop Ireland or Bishop Spalding of the Roman Catholic Church; Henry Van Dyke or C. Cuthbert Hall of the Presbyterian Church; Emil G. Hirsch or Leon Harris of the Jewish Church; Felix Adler of the Ethical Culture Society.

### CHARITIES AND CORRECTIONS

At the institute of Charities and Corrections, which will be held in connection with the national conference of charities and corrections, there will be such speakers as Robert W. De Forrest, Jane Addams, Florence Kelly, Edgar Gardner Murphy, H. H. Hart, S. J. Barrows, Homer Folks, Judge Lindsey and Professor Henderson.

The states of the Northwest will be asked to abandon their county institutes next year, and meet in one great educational conference at Portland. At this congress many distinguished scholars will speak, among them being, President Elliott of Harvard, President Butler of Columbia, President Schurman of Cornell, President Jordan of Leland Stanford University, President Wheeler of the University of California, Booker T. Washington, Colonel Pratt, John Cotton Dana, Melville Dewey, Herbert Putman and Dr. Billings.

Besides these meetings there will be held the national conference of charities and corrections; the industrial institute, at which noted labor leaders and scholars will speak, and the convention of the National Woman's Suffrage Association, which will be conducted in connection with the institute of woman's work. There will also be many gatherings of less importance, each interesting and of value.

# A Captain of Industry

By C. H. PRESCOTT  
Ex-Vice President of Northern Pacific Railway

**M**R. HENRY VILLARD, being familiar with Oregon since 1873, through his connection with the Ben Holladay Steamship Co. in the capacity of representing the German bondholders who held large interests in the steamship company, visited Portland and the Pacific Northwest country tributary to the Oregon Steamboat Company, in 1878 or 1879, and concluded that the resources of Oregon and Washington were only slightly developed and were capable of great expansion.

He had become a financial power in New York and Germany through his phenomenal financial ability and his great personal magnetism. The purchase by him of the stock of the steamboat company, paying the owners a price that nearly paralyzed them, and, in the most marvelous and almost magical method by which he built railroads on the Columbia River and extended them in all interior directions into the then barren country, amazed and delighted the few inhabitants living there. The writer went with Mr. Villard at that time through the Palouse country before any railroads were built. We went by teams from Walla Walla to Spokane, through a light loose soil in which the wheel of the conveyances were most of them time buried to the hubs, with the appearance of not being able to keep residential jack rabbits alive, or produce anything agriculturally.

Railroads were built by the money furnished by Mr. Villard and the whole country became an enormous producer of grain; producing more bushels to the acre than any other portion of the grain-producing countries of the world.

Now, this part of the country is fully settled and has

been a great factor in making the whole North Pacific Coast the important portion of the United States it has become.

The Oregon and Transcontinental Company, organized by Mr. Villard, in 1888 was a brilliant conception, although 20 years ahead of the times, and would have been successful had he let Wall Street alone and not tried to keep the price of the stock up instead of letting it alone, as the railways composing the Oregon and

Transcontinental Company were able to take care of the investment, and the bears of Wall Street could not have effected it, if he had kept away and let them have their swing. But, the bears were successful and Mr. Villard was financially ruined. He lost many of his powerful Eastern friends, and he also became a physical wreck.

He sowed the seed, however, which has brought forth great and public results. Had it not been for his power, the Northern Pacific Railroad would not have been built for many years.

Mr. Villard allowed that his combination was a trust; but he called it a "benevolent trust," and such he would have made it.

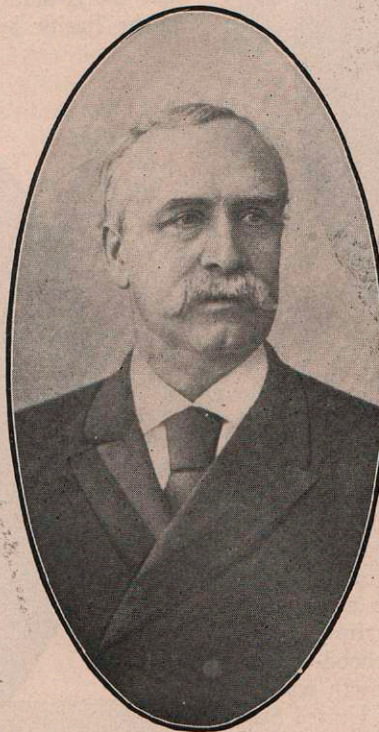
He was a great friend to Portland, and in many of his speeches predicted exactly what has become true—the present importance of this city.

Had he not been heavily handicapped by certain of the then directors of the Northern Pacific Railroad, Portland would—through his vast influence, work and kindly

feeling—have been many years ago what it is now.

Then Portland had only 20,000 people, including 5,000 Chinamen. It is now a city of 150,000.

He started to build the Portland Hotel and had expended \$200,000 when the collapse came, and, of course,



HENRY VILLARD.

The services of the late Henry Villard to the North Pacific Coast country are immeasurable; he was of a type of man that leave the impress of their boundless energies, as did he on the Oregon country—the passing years attesting more wonderfully his intuitive powers of prophecy and his influence in up building the country. He was the discoverer of the commercial importance of this country. As a promoter he may have been before his time, but Portland owes his name much. Journalist and financier, born in obscurity and reared to the heights of prestige and power, his unvarnished life story reads with magnetic interest. Many lessons are to be drawn from it. One is that Opportunity knocked at his door and found him prompt to answer her. Villard's life was a success because to the man who, in the end, succeeds, and does as much good as he can, nothing daunts and a failure does not count. He carried out his ambitions and the fruits were reaped by others. He has written an autobiography. Every person who reads Northwest history, who wants to get inside glimpses of the big affairs of recent years from the Civil War time down to the construction of the Pacific transcontinental railroads, ought to, and will want to, read the memoirs of Villard, the inspiring story of a man's life achievements in which he had to do with many notable national affairs. Surely nobody may tell more interesting stories than a journalist and financier. The memoirs are in two volumes and are published in handsome form by the Houghton, Mifflin Company, Boston.—The Editor.

stopped work on that enterprise. That institution is a credit to the Pacific Coast.

Mr. Villard went to Europe after his downfall, but in a few years returned to New York, restored in health and with heavy German financial backing. He again became the president of the Northern Pacific Railroad Company, and a great financial leader. He died in November, 1900, leaving a large fortune.



SENATOR JOHN H. MITCHELL

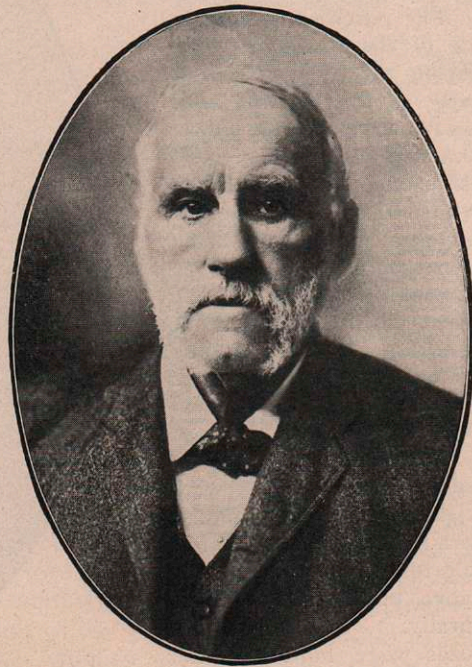
United States Senator John H. Mitchell has been in the public eye in various responsible and honorable positions for more than 45 years, and is probably the most widely known figures in the political life of the Northwest. Within six years after he became a citizen of Oregon—which was shortly after the territory became invested with the sovereign dignity of statehood—he was serving as State Senator. His political growth was phenomenal, and in 1872 he was elected to the United States Senate, which with two vacations—one of four years, another of six years—he has held to the present date. It is a distinction no other man in the Senate ever attained, being the only one who has ever been returned to the Senate from the same state after two vacations. His career in the Senate is too well known to need comment. His service to his party and indeed to the state, regardless of party, have been so great, so thorough and so impartial that he has won the respect of his brother Senators and the admiration and loyalty of his home constituents.

This was clearly shown when in 1902-3 he was for a time a very sick man, and all Oregon showed the deepest concern until assured that the standard bearer was again in the ranks.

Senator Mitchell was born in 1835 and though now well advanced in years, shows ability conspicuous in a much younger man. A man of remarkable and untiring energy, he has throughout his life as a public man shown

keen discrimination and a wonderful ability for grasping the prominent and intricate questions which are daily brought to the notice of a United States Senator. Oregon has never had this position filled more satisfactorily than is done by Senator Mitchell. He is one of the warmest friends and most ardent supporters the Lewis and Clark Centennial Exposition has had. From the beginning he has labored faithfully to bring to the notice of Congress and the East, knowledge of the resources and possibilities Oregon and Portland has for entertaining the world at an exposition such as we are to have in 1905.

He it was who introduced the bill in Congress asking for an appropriation for \$2,125,000 to assist in commemorating in a fitting manner the centennial anniversary of the journey of those redoubtable explorers, Meriwether Lewis and William Clark. And having introduced it he gave the other members no peace until he had obtained their promise of support—notwithstanding the fact Congress had resolved no more appropriations for fairs were to be allowed. His untiring persistence won out and today Oregon owes it largely to her veteran Senator that she is able to celebrate with such eclat the sighting of the Pacific by these hardy heroes—Lewis and Clark.



HON. GEO. H. WILLIAMS

Hon. Geo. H. Williams, Mayor of the City of Portland, and ex-United States Senator and Attorney-General of the United States, is one of the prominent figures in the history of Oregon. In the pioneer and territorial days he was one of the foremost men in making history, and his rich experience then and since in the affairs of the nation, on the bench and before the bar, make him an authority on all questions of general interest. He was born in New York in 1823, and now at a ripe old age, he is a keen and forceful speaker, a man of sound judgment and rare ability. He has filled many prominent positions politically, the most prominent that of United States Attorney under President Grant. Here he demonstrated the high quality of his statesmanship and made a record as a cabinet officer which was an honor to him.



self and the state he so ably represented. In the troubled days following the civil war his sagacity was demonstrated in the policy he adopted, and the after years has proven that this policy was eminently fair as well as tactful.

Though now in the sunset of life he is administering the municipal affairs of the City of Portland in the same honest, conscientious way which characterized his record as a national officeholder. He commands the respect of all people, regardless of party or church affiliations, by his conscientious administration of duty as he sees it, and he is commonly known as the "grand old man."

The Lewis and Clark Centennial has no stauncher friend and supporter than Mayor Williams. From the earliest inception of the plan to celebrate this anniversary in Portland he has been an enthusiastic helper, and has allowed no opportunity to slip in which he might advertise the Fair, and Portland, his honored home for so many years, as well as the whole State of Oregon, to which he has ever been a warm and loyal friend.



### ANNIVERSARY COMMEMORATED

Major William Hancock Clark was a conspicuous figure at the celebration held at the Oregon building (Fort Clatsop), St. Louis, upon the anniversary of the return of the explorers, September 23. Afterwards he visited Detroit, where special observances in commemoration of the deeds of the explorers were held. Upon this occasion and, owing to the patriotic interest felt in the descendants of the explorers, there was constructed in Detroit water works park a flower bed, containing the lettering, "Lewis and Clark, 1804," which attracts general attention. The Major is shown standing in the picture. The valorous deeds of the expedition to the Pacific Coast, recounted in the Detroit Free Press, brought prominently to the fore the preparations for the Centennial Exposition in Portland. When the British in Detroit swooped down upon old Fort Vincennes and captured it, inciting the Indians to riot and disorder against the white settlers in 1778, William Clark, the grandfather of Major Clark, who was at Kalkaskia with less than 170 men, crossed the frozen and submerged valley of the Wabash, completely surprised the Vincennes garrison and captured the Governor. This was one of the most picturesque feats of the distinguished continental explorer in his earlier career.



LEWIS AND CLARK FLOWER BED, WATER WORKS PARK, DETROIT.

### MR. KISER AND HIS WORK



Fred A. Kiser, Director of Photography of the Lewis and Clark Photographic Company, is the senior partner of the well-known firm of Kiser Bros., who in the past few years have made Oregon scenery more sought for than any other agency. For the past eight years the Kiser Brothers—

Fred and Oscar—have made artistic photography of the incomparable scenic beauties of the Columbia River and Oregon generally their specialty. They invested all time and no inconsiderable means in the patient labor of collecting views such as have never before been gotten out to fitly and adequately exploit the romantic scenery of the North Pacific Coast. The result of this undertaking was the superb volume, "Pacific Coast Pictures—Oregon, Washington, Cascade Mountains, Columbia River," which found a hearty appreciation among the public. Its sale at the St. Louis Exposition attested its popularity. Mr. Kiser is master of his profession. Today there is not a superior to him in landscape photography in the great West. Having highly specialized abilities and experience, discriminating taste and good judgment, not to mention the complete, up-to-date equipment for photographic work on a large scale, his acquirement of the official photographic rights of the Centennial naturally followed. The Exposition directors are satisfied that Mr. Kiser will make a success of the concession. The company is located in the Goodnough building, where a handsome studio is being fitted up and where all visitors will be made welcome. The company will have a most complete photographic establishment. They have the largest panoramic camera ever constructed.



### THE NEW YORK BUILDING

The New York Board of Commissioners for the Lewis and Clark Centennial has notified the Exposition authorities unofficially that New York desires to have a site for a state building reserved near that of Massachusetts in the park. It is expected that a structure costing upwards of \$30,000 will be constructed in which a big state display will be made. As there is a great demand from manufacturers and importers of New York for space in which to make exhibits, it is probable that the Empire State headquarters will be commodious so as to embrace as full representation as possible of the products of that state. The site will be held in reserve. Construction will commence about the first of January.

# Northern Pacific Party's Visit

**N**O EVENT in connection with the Centennial has been more interesting, or more important in the results to accrue, than the visit to Portland of the party of passenger and immigration agents of the Northern Pacific Railroad, headed by A. M. Cleland, general passenger agent, and C. W. Mott, general immigration agent. The trip to the Coast, and, particularly, to investigate the Exposition, was for educational and advertising purposes and to carry out the desire of the officials of the company to fully prepare every passenger agent in the country with first-hand information in order that each one might be the better prepared to meet and talk with the traveling public.

The railroad party arrived in Portland on November 17, on a special train, and was met by special committees from the Lewis and Clark Exposition Company and the Portland Commercial Club, the former being represented by I. N. Fleischner, vice-president of the company, Oskar Huber, Director of Works, and Henry E. Reed, Director of Exploitation. At an informal dinner tendered the visitors at the Commercial Club, committees of citizens

extended the welcome of the city. In the evening there was a reception in the spacious parlors of the club, at which the visitors were made aware, by the words of unmistakable cordiality and welcome, of the interest felt in Portland in their visit at this time to become fully posted on the Pacific Coast. The Northern Pacific's policy is thus setting the pace in the campaign for the exploitation of tourist travel to the Pacific Northwest next year was declared to be the best thing possible for the Centennial. The visit of the officials marks the inauguration of extensive advertising of the 1905 Exposition, which is to be commenced at once through the hundreds and thousands of sources used by the agencies of the Northern Pacific.

Following the reception, five and ten minute addresses were delivered by Portland citizens, in which stress was laid upon the wealth of attractions of which the West Coast boasted to attract and entertain the summer sojourner as well as the all-the-year-round tourist. First Vice-President Fleischner of the Exposition welcomed the visitors. Ellis G. Hughes was introduced by the chair-



PARTY OF NORTHERN PACIFIC AGENTS ON GRAND STAIRWAY AT FOOT OF WYOMING AND MONTANA AVENUES.  
Photo by Lewis and Clark Photographic Co.

man of the meeting, Colonel James Jackson, and spoke on the reasons why Portland had become great as a Pacific port and as a center of Northwest jobbing trade. Jefferson Meyers, president of the Oregon State Commission, briefly went over the salient points in the history of the Exposition, explaining fully its scope and what it was hoped to accomplish by it. Whitney L. Boise enthused the passenger hustlers by dwelling upon the climatic and scenic delights of the West Coast states.

For the guests, General Passenger Agent Cleland responded, thanking the citizens for the attention shown them.

Friday morning all the plans for entertaining the visitors were carried out to perfection, the Portland Commercial Club co-operating with the Exposition authorities in showing them over the city. Two big tally-hos were in readiness and, under a clearing sky and a genial sun which broke through the clouds beaming welcome, the party was driven through the Centennial grounds in charge of Director of Works Huber, First Vice-President Fleischner and Second Vice-President Mills and others of the Exposition directorate. W. L. Boise and George W. Hazen were among the members of the committee accompanying. The advanced stage of the preparations at the grounds proved a great surprise, and many congratulatory words were said. General Immigration Agent Mott said that the Exposition compared favorably with all of the National Expositions and, that in many respects, it would far surpass many of those held. The party spent two hours and a half upon the grounds and then drove down the Linnton road, skirting the shores of Guild's Lake, to view the Exposition site and buildings from that quarter.

This was followed by a luncheon at the Commercial Club in which C. W. Mott for the railroad party expressed the good-will and determination of the Northern Pacific Company to do everything possible for the Exposition. Mr. Cleland said that "hit the trail for Portland" would be the slogan of all their advertising literature for 1905. As the Northern Pacific is one of the biggest advertisers and, perhaps, spends more money than any other transcontinental railroad line in an annual that not only is an established authority, historically, but a work of art, this statement that the Northern Pacific would help advertise the Exposition means not a little.

Theodore B. Wilcox, of the Exposition Board, made a few remarks. At adjournment the guests were taken over the loop on Portland Heights. In the evening a dinner was given them by Manager Bowers of the Portland Hotel, and A. D. Charlton, assistant general passenger agent at Portland. Their enthusiasm for Portland upon their departure, was of the most contagious and hearty kind.

#### ATTRactions ON THE TRAIL

John A. Wakefield, director of concessions and admissions for the Centennial, thus outlines his policy with reference to the character of the attractions along "The Trail," the highway of amusements of all nations to Government Island:

"It will be my desire and purpose to endeavor to secure attractions that will carry dignity, appearance and merit; that will be interesting, instructive and amusing.

"It will be my purpose to get these attractions of the highest order and class possible. I may fail in this desire and purpose, but it shall constantly be my desire to aim

high and secure as nearly as possible the best of everything. It, therefore, follows that the ordinary attractions of the 'county fair' shall be eliminated to the fullest extent possible.

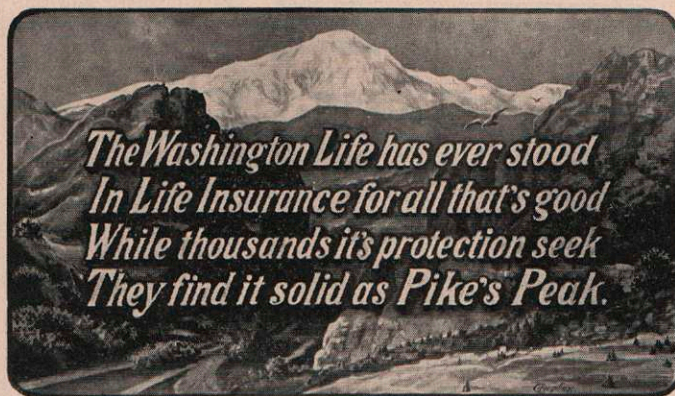
"It will remain to be seen how nearly we reach the status aimed for; but, let us use our best endeavors towards the highest, most worthy class of installation and class of operations. It shall be my desire and purpose that the concessions, operations and installation shall not only be those of character and class to be creditable for the Centennial, but also to myself, being in direct charge of same."

There will be, it may be added, no ordinary tent and board front shooting galleries, "nigger dodger," tent exhibitions or ring-throwing schemes to be seen along "The Trail." The appetite of the public seeking diversion calls for novelties in the way of side-show exhibitions freshly flavored, and those who expect to discover in "The Trail" amusements up to the level of about the itinerant street carnival shows, can prepare now for disappointment in this regard.

#### MONSTER MUSICAL NOVELTY

Plans are going ahead satisfactorily, it is reported, for showing on the Centennial grounds next year the gigantic musical apparatus which is now being erected at Baltimore, Md., for T. O. Abbott, and associates of Seattle. This gentleman, as was stated in the November Journal, is capitalizing a company to bring out a device the like of which has never before been known. While little in the way of definite details is known, at the same time it is said to be a machine for the production of the sweetest of music, produced by electrical vibration, on a gigantic scale. It further embraces a scheme of distribution so that harmony may be supplied to distant points in a manner similar to that in which other commodities are distributed to consumers. The principle involved is declared to be quite practicable and one in which the world is bound to be interested. Mr. Abbott, who is counsel for the company, has recently returned from Baltimore, Md., where he closed a contract for the completion and delivery of the musical novelty by May 1, 1905. The company will place the device in a special structure on the Centennial grounds.

#### ASSETS 17 MILLIONS



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

# U. S. Government Exhibits

By C. H. McISAAC  
Special Commissioner of Exhibits Dept. at St. Louis



**T**HE buildings housing the Government exhibits at the Exposition, all of which have been erected from designs prepared by the supervising architect of the Treasury Department, are the main Government Building, the Commission of Fish and Fisheries Building, and the Life Saving Service Building. These are to be bettered and duplicated at Portland. There are no interior posts, the roof being supported by 20 steel trusses. These trusses have a clear space of 175 feet, with a rise of 70 feet at the center. Beside the conventional orna-

ment, which is appropriate to a building of this style, sculptured figures have been freely introduced, of a more or less classic type.

The attic of the principal porticos have been enriched with colossal male figures, each 11 feet high, representing Music, Painting, Sculpture, Architecture, Commerce, Manufacture, Transportation and Agriculture.

The exhibits of the Government which are to be transported to Portland are all assembled in the main structure, with the exception of those of the Commission of Fish and Fisheries and the Life Saving Station Service, which are in separate buildings, and several special outdoor exhibits, such as the aviary of the National Zoological Park, the big guns of the War Department, and the map plot of economic plants prepared by the Bureau of Plant Industry.

In the main building are exhibits of the Department of State, Treasury Department, War, Department of Justice, Postoffice, Navy, Interior, Agriculture, Commerce and Labor, and Smithsonian Institute and National Museum, Bureau of the American Republics and Library of Congress.

#### HISTORY OF THE GOVERNMENT IN MINIATURE.

In the center of the building, beneath the dome, on a circular space 20 feet in diameter, there has been constructed a full size reproduction in plaster of the colossal statue which surmounts the dome of the United States capitol at Washington, generally known as the Statue of Liberty.

The exhibit of the Department of State, with which is incorporated that of the President's office, is designed to present briefly the history of the establishment of the Government of the United States. A history of the Department of State from the first establishment of a foreign office, and a portrayal of its functions and present methods of administration. The diplomatic and consular service being under the direction of the Secretary of State, a descriptive exhibit of these branches of the public service is also made.

#### TREASURY DEPARTMENT.

The exhibit from the Treasury Department includes displays from the office of the Secretary of the Treasury, the Supervising Architect's office, the Bureau of Engraving and Printing, the Life Saving Service, the office of the Treasurer of the United States, the Bureau of the Mint, and the Bureau of Public Health and Marine Hospital Service.

In the space assigned to the Supervising Architect's office, there is exhibited a series of models and drawings representing various important public buildings which have been erected or are in course of construction under the direction of the Supervising Architect.

The principal feature of the exhibit of the Bureau of Engraving and Printing is a printing press in operation, illustrating the method of plate printing used in the Bureau. On this press specimen plates of a special design are printed in view of the visitors. There are also frames containing specimens of the engraved portraits and vignettes executed by the Bureau.

In this collection there is a complete set of the portraits of the Presidents of the United States, and of the Secretaries of the Treasury.

The exhibit of the Life Saving Service is made outside the Government Building, and consists of a life saving station located on a small artificial lake on the Exposition ground, and completely manned and equipped.

#### BUREAU OF THE MINT.

On the space of this Bureau visitors may see all the various operations required in the production of either gold or silver coins, except the assaying and refining of the metal. All the machines in the exhibit are driven by electric motor. The gas for all heating operations, such as annealing, melting, etc., is manufactured by an independent plant situated outside the Government Building, and so arranged that it can be controlled in the exhibit.

#### PUBLIC HEALTH AND MARINE HOSPITAL.

The exhibit of this Bureau includes electro-therapeutic apparatus, machinery demonstrating disinfection of quarantine stations, models of quarantine stations, traveling laboratories, culture of pathogenic germs in tubes, model of operating room, illustration of keeping and preserving clinical records, and library for hospital use, etc.

#### WAR DEPARTMENT.

The exhibit of the War Department, which has been planned to adequately represent the military service of the United States in its present organization and the various functions which it performs, embraces displays from the following branches of the Department: Ordnance Department, Quartermaster's, Medical, Corps of Engineers, Signal Corps, Artillery Corps, and United States Military Academy.

One of the most conspicuous features of the exhibit of this department is a full size model of a sixteen-inch breech loading rifle, a mounted gun and equipment packed for transportation are exhibited on five lay figures of pack mules. A similar contrast is presented by a Colt automatic machine gun on two lay figures of pack mules. In addition to these there is a three-inch rapid firing field gun, with carriage limbered up; a Vickers' Maxim automatic gun mounted on its carriage, and two Gatling guns with carriages.

The penetrating effect of armor piercing projectiles are illustrated by a perforated piece of six-inch armor plate, and nearby are shown a number of steel projectiles which have been fired through armor plate.

A specially interesting feature of the exhibit consists of a series of 15 machines in operation illustrating the manufacture of ball cartridges for the United States army rifle. The complete development of portable firearms from a small iron tube fired from a support by means of a lighted match held in the hand, to the latest modern magazine rifle, is shown by a series from the Springfield (Mass.) armory, displayed in two gun racks.

Arranged on the walls are series, mounted on sample boards, illustrating the various stages of the manufacture of the service rifle and the carbine, and of the officers' sabre and cadet sword, as well as a number of automatic pistols and revolvers. On sample boards are shown fuses for various kinds of ammunition.

The exhibit of the Heavy Ordnance Department is located outside of the Government Building, and consists of sea coast cannon and carriages, and siege cannon and carriages. Side by side are a seven-inch breech loading Howitzer and a seven-inch breech loading mortar, the former mounted on its carriage and representing a type of cannon used in siege operations against fortified places, the latter being used exclusively for vertical or high angle firing, and during firing is concealed behind ram-

parts or other protection. The sea coast cannon includes a 12-inch breech loading mortar mounted on its carriage. In service it is used for attacking ships of war at anchor or in motion, at ranges from three to twelve thousand yards.

A 15-pounder rapid firing gun, mounted on a barbette carriage is also shown. This gun is used in sea coast defense, or attacking the superstructure of ships and protecting submarine mines planted in its vicinity.

The principal feature of this exhibit is a 12-inch breech loading rifle mounted on a disappearing carriage, being the most modern and powerful gun of its type. Arranged about these guns and their carriages are the various accessories used in manipulating and firing them.

#### QUARTERMASTER'S DEPARTMENT.

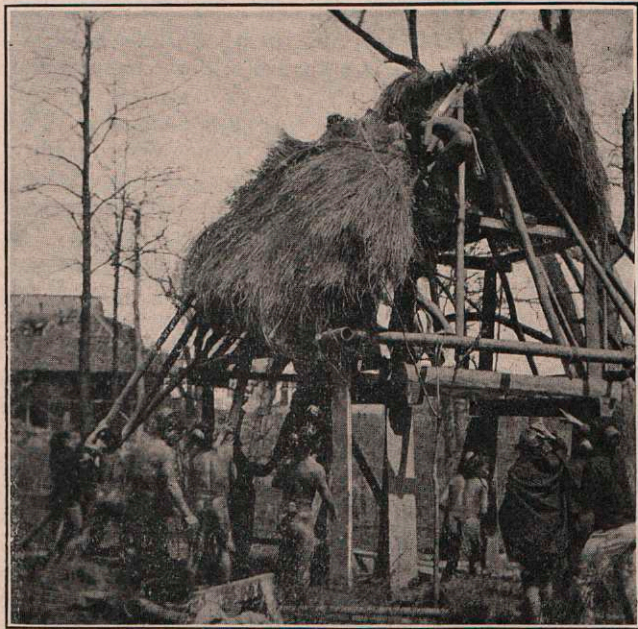
In this department thirty-three lay figures are used to display the uniforms worn by officers and men of the United States army, classified according to service in the United States, the tropics and in the Arctic. A life-size figure of a pack mule fully equipped, represents the method of securing the ordinary load to the mule, the load in this instance being two sacks, presumably of grain. The United States army transportation in Alaska is shown by means of a dog sledge and harness, and in that of the Philippine Islands by a figure of a Philippine carabao and cart.

The exhibit of the Medical Department consists of the Brigade Field Hospital located outside of the Government Building.

Exhibit of the Engineer Department consists mainly of a large number of accurate models of various important works of the Corps of Engineers. Many of these models relate to river and harbor improvements and canal construction.

The exhibit of the Signal Corps consists of the apparatus used by the Signal Corps of the United States army, and is completely represented in an exhibit which embraces visual signalling for the transmission of messages day or night, by means of heliographs, flags, acetylene lanterns, field glasses and telescope. Various types of telephones, telegraph instruments and "buzzers," the artillery type telautograph for electrically reproducing at a distance handwriting, etc., typewriting, telegraphy, wireless telegraphy and cable telegraphy. Practical demonstrations of these apparatus are given by Signal Corps men for the enlightenment of the visitors.

A representation of the Artillery Corps is confined to an exhibit made by the Torpedo Board. The principal feature of the exhibit is a tank showing a miniature mined field with short connections and protecting guns, in which tank is a floating model of a man-of-war, and this is supplemented by a full size submarine mine with cable connections as actually used; and a drawing showing typical arrangement of a mine field. The tank represents part of a harbor entrance with mines planted, which can be plainly seen so as to demonstrate the automatic



STYLE OF FILIPINO ARCHITECTURE—  
TREE HOUSES OF MOROS.

firing from the vessel striking the mine, as well as judgment firing by means of electrical control of each mine from shore.

#### DEPARTMENT OF JUSTICE.

The Department of Justice is charged primarily with the conduct of the legal business of the Government, with a general supervision of the administration of the offices of United States attorneys, marshals, clerks of courts and commissions throughout the country, and the care and custody of United States prisoners in the penitentiaries. The most important feature of this exhibit consists of a collection of rare and curious documents from the files of the Supreme Court and other courts of the United States, showing the growth and development of their business.

#### NAVY DEPARTMENT.

The Navy Department exhibit has been planned to present an intelligent idea of the internal and external features of the United States man-of-war, of the weapons of the navy and their uses; of the great docks in which the fighting vessels are placed for repairs; of the actual life and duties of the officers and enlisted men of the navy and marine corps, afloat and ashore, in war and in peace; and of the Government's facilities for educating officers and of its methods of enlisting and training men and boys who compose the fighting personnel of the navy.

Another very interesting feature of the Navy Department's exhibit is a working model of a graving or drydock, illustrating the type and size of docks at various United States navy yards. The model of dock and basin occupies a space 30 by 9 feet. In connection with the dock is a tank filled with water representing a basin or harbor, in which a model of the United States ship Illinois is floated each day, and the process of docking a ship shown in detail. While the visitor views this working model, the flood gates of the dock are opened, filling the dock with water, the caisson is floated out of position, the ship hauled into its berth, the caisson replaced and the dock drained, allowing the ship to settle quietly and safely on the keel block, during which the shoring is put in place. A model of a steel floating drydock is exhibited to illustrate the type. This model is afloat in a tank of water which also contains a model of a battleship built to the same scale. All the operations incident to the docking of a vessel in a floating drydock are performed for the enlightenment of the visitor.

A pleasing, instructive and spectacular exhibit of the navy afloat and ashore is given in a series of about 60 biograph motion scenes of the life and duties of officers and crews of a United States man-of-war, both in war and in peace.

An exhibit of which visitors, particularly those residing at a distance from the coast, can devote much time with pleasure and instruction, is a series of models of vessels of the United States navy, embracing various types of battleships, armored and protected cruisers, double turreted monitors, gunboats, torpedo boats, marine boats and old sloops of war. These models are exact reproductions of the vessels they represent.

#### MANY SCIENTIFIC WONDERS.

The Department of Agriculture represents exhibits from the following named Bureaus: Weather Bureau, Bureau of Animal Industry, Bureau of Plant Industry, Bureau of Chemistry, Office of Experiment Stations, Division of Entomology, Bureau of Soils and Bureau of Forestry.

The Weather Bureau consists of meteorological instruments and other apparatus. Among the special instrument exhibits is a new form of pyrheliometer, an apparatus for measuring heat received from the sun; also forms of nepheloscope for observing and measuring cloud movements; a seismograph, which is an instrument for measuring and recording the minute motions of the earth during earthquakes; standard barometers, thermometers, model windvanes, etc., etc., are also shown.

The exhibit of the Bureau of Animal Industry is designed to illustrate in a general way the character, variety and extent of its work, and to indicate what the Bureau does for the benefit of the farmer and stock raiser and for the consumer of animal products.

#### PLANT INDUSTRY.

The Bureau of Plant Industry not only has extensive exhibits in the Government Building, but in addition has an important outdoor exhibit on the Exposition grounds. The portion of the exhibit devoted to vegetable pathology and physiology consists of a small working laboratory, and this laboratory, in which diseased plants are shown in their fresh condition from day to day, has a complete equipment of culture materials, sterilizers, culture apparatus, microscopes, etc. In con-

(Continued on page 14)

# The Lewis and Clark Journal

THE OFFICIAL BULLETIN OF THE LEWIS AND CLARK CENTENNIAL EXPOSITION

ISSUED MONTHLY BY

**The Lewis and Clark Publishing Company**

200-208 Alder St., Portland, Oregon

J. D. M. ABBOTT, Manager

Edited by D. CURTIS FREEMAN

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ADVERTISING RATES ON APPLICATION

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

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

Vol. II      Portland, Ore., December, 1904      No. 6

## CONVENTIONS THAT WILL BE HELD AT PORTLAND IN 1905

- American Medical Association, July 11-14.
- National Conference of Charities and Corrections, July 17.
- Photographers' Association of Pacific Northwest.
- Associated Fraternities of America; with Legal section, Medical section and Secretarial section, July 25.
- National Good Roads Association.
- United Commercial Travelers of Oregon and Washington, June 9.
- Order of Railway Conductors.
- Pacific Coast Electric Transmission Association, June 20.
- National Woman's Suffrage Association, June 24.
- North Pacific Saengerbund, July 20.
- National Association of Letter Carriers, September 4.
- Lewis Loyal Legion, August 12.
- National Fraternal Press Association, July 24.
- Oregon State Press Association.
- Concatenated Order of Hoo Hoo of the United States, September 9.
- Fire Chiefs' Association of the Pacific Coast.
- National Acetylene Association.
- 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.
- Lewis and Clark Special Excursion of Indianapolis, Ind., July 4-7.
- National Association Railroad Commissioners, excursion from Deadwood, S. D., August 16.
- Grand Lodge Knights of Pythias of Oregon, October 10.
- Masonic Veteran Association of Pacific Coast, September 11.
- National Editorial Association, excursion from Oklahoma, O. T., June 15.
- Nebraska Lumber Dealers' Association, Omaha; excursion, June 5.

## 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

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

Official photographers—Lewis and Clark Photographic Co., F. H. Kiser, Director of Photography, Goodnough Building, Portland, Oregon.

## IN THE SPIRIT OF THE SEASON

The Lewis and Clark Journal greets its many thousands of appreciative friends, in all parts of the world, with a cover page in keeping with the spirit of the season and in commemoration of Christmas Day at Fort Clatsop with the Lewis and Clark exploration expedition.

The design is by Mr. Fred Routledge, a well-known artist of Portland, whose work has attracted wide attention and whose circle of admirers is rapidly increasing because of his clever work. We certainly think that his inspiration is an effective one. The dawn of Christmas morning is just ushering in above "Saddle Mountain" east of the bay of Lewis and Clark. If you want a dramatic story for the accompaniment of the picture, read that chapter of the explorers' winter season on the coast of the continental wilderness. In their own words behold the conditions in which cheer was induced:

We were awakened at daylight by a discharge of firearms, which was followed by a song from the men, as a compliment to us on the return of Christmas, which we have always been accustomed to observe as a day of rejoicing. . . . After breakfast we divided our remaining stock of tobacco, which amounted to 12 carrots, into two parts, one of which we distributed among such of the men as make use of it, making a present of a handkerchief to others. The remainder of the day was passed in good spirits although there was nothing in our situation to excite much gaiety. The rain confined us to the house, and our only luxuries in honor of the season were some poor elk, a few roots and some spoiled pounded fish.

## SPONTANEOUS GOOD WILL

That spontaneity and good-will which come from distant outside sources, auguring greatly for the success—and admissions—of the Centennial is correctly reflected, one among many, in the New York News-Letter, published by the New York Life Insurance Company. This concern devoted the major part of one issue, with a circulation reaching millions, to a complimentary review of Portland and the Exposition, and printed everything and anything the Exposition directorate had to say. The matter was attractively set off with many illustrations, and the editor of the publication gave Mr. C. M. Wood, agency director at Portland, full credit for his untiring labors and his persistency in gathering the materials for the special issue.

The Lewis and Clark Journal trusts that it is quite within the proprieties to make belated acknowledgment of the splendid publicity service rendered the Exposition in that number of the News-Letter, and in this connection, to direct the attention of some eyes to the timely commonsense, stated editorially, which many correspondents of our immigration bureaus and of the Exposition Company should take to heart:

Quite likely the chronic croaker will say it requires just as hard work to earn a living in the Northwest as in the East, or anywhere else—that weeding sugar beets in Oregon makes the back ache just as badly as pulling

beans in New York. We suspect our contributors would not deny the assumption, nor deprecate the fact. They would say the Northwest is no place for the man or woman who is looking for an easy job with good pay; but that it does offer unusual opportunities to men and women who have ambition and spirit and are willing to work; and that is the best kind of a country.

We have been thinking about the spirit of enthusiasm, of pride, and of boundless hope which is so characteristic of the West. Isn't it true that this spirit has been matched by achievements no less boundless and astonishing!

And again the News-Letter says:

The articles on the fishing and mining industries, on lumber and timber, on agriculture and fruit culture, on the Pacific Northwest, and on Portland and its churches and schools, and on the Lewis and Clark Exposition—cannot fail to excite sympathetic interest. They are written by persons familiar with the subjects of which they treat, and possessed of the gift of expression. Moreover, they write with a certain pride of locality and of achievement, and with an enthusiasm which is contagious.

### WORKING ORES AS AN EXHIBIT

The Colorado Iron Company, through its advertising manager, Frank S. Cronk, has apprised the Exposition management that that company will probably be willing to install a big working exhibit of mining machinery, including all the very latest improved machinery for the treatment and reduction of quartz ores at the Centennial if the ore shall be supplied from the mines of Oregon. This important demonstration would interest a large number of people, and, owing to the dominant importance of the mining industry in many parts of the Pacific Northwest, it is conceded this would be a great feature of the Mining and Metallurgy building. Steps are being taken to interest mineowners in the proposition. It is more than likely that abundant ores could be secured for treatment at the plant furnished by the company, the only outlay to the mineowners being the transportation of their ores. The net products of course would be returned to the contributors of the ore.

### HOO HOOS' VISIT IN 1905

Members of the Concatenated Order of Hoo Hoo in the Pacific Northwest are planning details for the entertainment of the brothers of the kittenish order that will come this way, beginning early in June, when the Nebraska Lumber Dealers' Association, with many black cats in the ranks, will travel to Portland on an official business and pleasure junket. It is estimated there will be about 2500 members of the order at the rendezvous on September 9, 1905. Mr. James Clock, general agent of the Wisconsin Central Railway, is one of the enthusiastic workers of the cause who has been urging the erection of a Hoo Hoo house. In the West Coast states, as the lumbering industry naturally predominates, the visiting members from Eastern states expect to be shown the sights of their lives. General plans include a trip to the sea beaches near the mouth of the Columbia, a steamboat ride through Columbia Gorge and a Hoo Hoo frolic. Robert D. Inman is the chairman of the executive committee in charge of the details.

### ITALIAN ART EXHIBITS

The Royal Italian Commissioner to the Centennial Exposition, Chevalier Victor Zeggio, has sailed from New York to gather a large art exhibit in his country for exhibition at Portland. He will return February 1. The commissioner enjoys an extended acquaintance among his countrymen, and owing to his influence he will be instrumental in bringing numerous fine displays to Portland.

### EXPRESSIONS ON THE CENTENNIAL

G. W. Mead, business manager Union Carbide Company, Chicago:

In the Chicago business world we have heard more interesting things of the Pacific Coast Exposition and of Oregon than we heard of the World's Fair at St. Louis. This may sound strange, but it is a fact. I have seen more stuff in the day's news and comments in the papers, received and looked over more literature mentioning Oregon; I have seen more pamphlets, attractively gotten up relating to the Pacific Northwest country than I have heard of in connection with St. Louis. The information that the West Coast country is engaged in getting up the next National Exposition is passed around with more than usual interest among commercial men on the road.

G. W. Kline, in Lincoln Star:

The Lewis and Clark Exposition in Portland will give the people of Chicago and St. Louis a fine chance to get even with their Western friends.

Hon. W. D. Fenton, of Board of Directors, apropos his visit East:

The enthusiasm and zeal for our Exposition among the people I met on that occasion, excited my astonishment—and was very gratifying to me. One lady from New York City said that the Lewis and Clark Centennial was exciting remarkable interest in the East and that the public schools in some sections are having special lectures and lessons upon the great Lewis and Clark Exposition, all on account of our great effort to celebrate the event.

J. C. Haynes, Austin, Texas:

I am planning to make up a party of friends from this section to visit the Centennial. Wish it unbounded success.

Editor of the New West Trade (Spokane):

The Portland Fair has the support and patronage of the Federal Government; many foreign nations, particularly from trans-Pacific countries, will be creditably represented; and altogether it will be the biggest event of the kind ever held on the Pacific Coast, and will induce the largest movement of visitors and possible settlers to the Pacific Northwest in its history. Washington should be there "with the goods."

## U. S. Government Exhibits

(Continued from page 11)

nection with this laboratory there are six cases containing special exhibits. These exhibits are devoted to the principal maladies of cultivated crops; to the diseases and decays of timber; to the various stages in the development of sugar beet, from the seed to the mature beet; another illustrates the relation of bacteria to the fixation of nitrogen; another is devoted to a mushroom exhibit showing all stages of mushroom growth; another relates to the work that has been accomplished in the improvement of plants by breeding. Various improved types of cotton are exhibited by means of photographs. Here is also illustrated the advance that has been made in the production of hardy oranges by crossing the hardy trifoliolate orange with the tender and edible sweet orange. The methods of improving corn are illustrated by sample ears and photographs. In the botanical investigations and experiments, the exhibit consists of a seed laboratory designed to show the methods used and to illustrate the practical results which follow seed testing.

### FIBER PLANT INVESTIGATIONS.

The general purpose of fiber plant investigations is to illustrate the commercial view of the plant fiber as they pass from the plant to the manufacturer, or as they leave the hands of the farmer.

The poisonous plant investigations consist of two parts. First, water color illustrations of 50 poisonous plants in two groups, representing those chiefly poisonous to man and the other those poisonous to stock. The second part of the exhibit is shown in a case on one side of which are apparatus made use of in connection with poisonous plant investigations, the materials used as antidotes, among which are included instruments used in autopsies and in the laboratory.

The exhibit of seed and plant introduction and distribution consist of specimens, photographs, models and plants of some of the foreign plant cultures which have either been successfully introduced into America and have now become a part of the agriculture of the country, or of such industries as, from the preliminary work already done upon them, are deemed worthy of the serious attention of American agriculturists.

The cereal investigations exhibit consists of a number of cereal specimens in different stages, showing the most important varieties that have so far been obtained.

The grass and forage plant investigations exhibit consists of models of haying machinery, baled hay, mower parts, model of sand dune, illustrating methods used to control drifting sand, such as plantations of beach grass covered with sand hedges and the use of various types of sand hedges to divert the sand, seed of forage plants, living plants, silo construction.

### POMOLOGICAL INVESTIGATION.

In this exhibit is illustrated the following distinct features: A collection of fac simile models of the leading commercial varieties of apples grown in the Mississippi Valley and Upper Lake regions; a collection of new or little known varieties of apples that are considered worthy of testing in the Mississippi Valley and Upper Lake regions, either for commercial or amateur planting; a general collection of models illustrating im-



WEAVING IS ONE OF THE NATIVE INDUSTRIES OF THE PHILIPPINE ISLANDS TO BE DISPLAYED AT PORTLAND CENTENNIAL.

portant old and new varieties of fruits grown in various portions of the United States; an illustration, occupying one case, of the standard commercial grades of some of the leading varieties of winter apples as adopted by the International Apple Shippers' Association; other illustrations are Eastern grown summer apples, pears and peaches packed for export; fac-simile models of apples and pears showing the influence of environment of the fruit during growing, and of various commercial methods of handling and storing.

A collection of ten standard name varieties of pecan nuts are displayed in glass jars. This collection comprises those sorts which have been disseminated in the form of scions or budded or grafted trees for sufficient length of time to entitle them to the designated standard varieties. Another collection comprising the most recently introduced varieties of the pecan. Nearly all of these specimens are from the original trees of their respective varieties, and may be considered as fairly typical of the varieties where they originated.

### BUREAU OF CHEMISTRY.

The display of the Bureau of Chemistry consists almost entirely of a working laboratory equipped with apparatus of sufficient variety for conducting all ordinary analytical work, and so selected and arranged as to illustrate as well as practicable, the field covered by the bureau. The road material laboratory includes apparatus employed for the examination of road materials. Several types of apparatus shown are the abrasion machine, cord drill, rock saws, impact machines, ball mill and briquette machines. There are several types of rural highways.

The exhibit of the microscopist includes microscopes adapted to working laboratories; microscopical apparatus such as microtomes, embedding ovens; photomicrographic and projection apparatus, and exhibition microscopes showing samples of various substances examined in the bureau, together with adulterants commonly used.

The exhibit of experiment stations is designed to show the organization and work of the office, including its relations to the Department of Agriculture, consisting of materials, apparatus, publications, charts, photographs, maps, etc.

The Division of Entomology consists of displays of the more injurious insect pests of the country. These illustrate all the stages of the common insect enemies in agriculture and horticulture. While the farmer or fruit-grower generally is familiar with the appearance of the principal injurious insect that affect his crop, yet comparatively few recognize these same insects in any of the different stages through which they pass in the course of their lives, a knowledge of which is very important from an economic point of view, and particularly in the matter of an intelligent application of the remedies.

The Bureau of Soils exhibit illustrates the three main branches of the bureau's work: the soil survey, tobacco investigations, and alkali land reclamation.

### DEPARTMENT OF COMMERCE AND LABOR.

The exhibit of this department does not by any means cover all the various bureaus now falling within its jurisdiction. The offices included are the Coast and Geodetic Survey, the Bureau of Standards, the Bureau of the Census, and the Light-House Board. The Bureau of Standards' exhibit is designed to furnish an educational, or to some extent historical view of the weights and measures and measuring instruments.

The exhibit of the Census office consists principally of large maps, of which there are 16. A series of 12 maps shows the distribution of the population at the censuses from 1790 to 1900, and the remaining four show the proportion of negroes to the total population in 1900; the proportion of the foreign-born to the total population in 1900; the centers of agriculture and manufacture from 1800 to 1900, and the center of population from 1790 to 1900.

### NATIONAL MUSEUM AND LIGHTHOUSE.

The exhibit of the Light-House Board consists of models of various light-houses, samples of the lens, apparatus used, the different apparatus used for fog signals; transparent photographs of many of our important light stations and light vessels; samples of all the lamps used in the light-house service, and models of many light-houses are included in the exhibit.

Although every bureau connected with the Smithsonian Institution is represented at the Exposition, the National Museum, on account of its great resources and special facilities for exhibition, has made a special exhibit. The exhibit of the Smithsonian Institution proper, installed in a special pavilion, includes memorials of the founder, James Smithson, portraits of the regents and of the secretaries, and a complete set of publications of the Institution are included.



## DEPARTMENT OF LABOR.

The exhibit of the Bureau of Labor is largely statistical in character. For this reason the exhibit has been necessarily confined within narrow limits, so far as its character is concerned, although the range of subjects covered is considerable, embodying complete sets of the publications of the Federal and State Bureaus of Labor and of the factory inspectors of the various states, together with volumes of Federal reports relating to labor and industrial conditions. Second, a number of series of charts illustrating in graphic form the results of some of the important investigations of the Bureau of Labor; and, third, a number of series of photographs and plans illustrating still other features of the work of the bureau.

## LIBRARY OF CONGRESS.

The exhibit of the Library of Congress has been planned to illustrate the functions of the library in the preservation of the printed records of the national life of the United States. One section is devoted to the special characteristics of the Library of Congress as the National Library, the central feature here being a cross section model of the library building. Surrounding the model are cases containing typical exhibits from the several divisions of the library, including books of various kinds, interesting through their form, their age, or their relation to the Nation's history.

## DEPARTMENT OF THE INTERIOR.

Principal activities of this section as shown in the Geological Survey, Patent Office, General Land Office, Bureau of Indian Affairs, Bureau of Education, Pension Office, Government Hospital for the Insane, Hot Springs (Ark.) Reservation, Yellowstone National Park, Yosemite National Park, and Grand Canon (Arizona) Forest Reserve, are displayed.

The Geological Survey shows organization methods, processes and results of the work of the United States, comprising all the publications since its organization, including annual reports, monographs, professional papers, bulletins, mineral resource, water supply, irrigation papers, topographic maps and folios, geologic maps and folios, and special reports on Alaska. The exhibit also comprises relief maps and models illustrating geologic, irrigation and engineering features, cases of geological specimens, statistical charts of mineral resources, wall maps, showing geological formation, areas in which occur deposits of precious metals, ores, petroleum, gas, and the occurrence of a non-metalliferous materials of economic importance, areas mapped and under investigation, methods of work and location of parties in 1903. Methods of work are further shown by forms showed in transaction of business, by copies of field and office note and report book, by specimens of work in all stages of completion, as well as by petrographic laboratory, printing press, and machines and instruments in operation, and by lectures and demonstrations concerning radium, and radio active minerals. In all, forty-five different subjects are represented by over three thousand different specimens.

The exhibit of the General Land Office is composed of a large map of the United States, showing the accensions of territory from the beginning of our national existence. The method of surveying public lands are shown in an exhibit of photographs, note-books, maps, instruments, and specimen corner posts and other forms of land marks. An interesting and valuable collection of historical manuscripts is also included.

## BUREAU OF INDIAN AFFAIRS.

The purpose of the Indian exhibit is to present graphically the changes which have taken place during the past century among the Indians located within the territory covered by the Louisiana Purchase. Maps show negotiations which have been had with the Indians for the cession of nearly all the lands within the purchase. Other maps show areas of land within the purchase which are still occupied by Indians. Another map shows the location of government and mission schools among the Indians, while a large chart gives the educational and other statistics in regard to the Indians all over the United States.

The mode of life of Indians of an hundred years ago is shown in miniature wigwams, tepees, huts, canoes, baskets, clothing, etc. In contrast with these are shown specimens which show the handiwork of Indians of today, including oil paintings, laces, harness, wagons, clothing, furniture and school work.

The intellectual training given in government, its practical application, and the ability of the Indians to assimilate the "book knowledge" as well as hand drill of the white race. This gives the actual work of the pupils from kindergarten to the 8th grade.

Also the course of training both intellectual and industrial and equipment for it are shown by photographs.

## BUREAU OF EDUCATION.

The principal duty of the Bureau of Education is the collection and diffusion of educational information, but it has also certain administrative functions, including the control of schools for the natives of Alaska.

There are maps showing distribution of educational institutions, a collection of reports, bulletins, circulars, special reports, specimen series of different blanks, forms, etc., a set of the latest educational reports of the fifty largest cities of the United States, monographs on various phases of educational life and growth, photographs of all schools of typical countries, specimens illustrating introduction of reindeer into Alaska, and specimens illustrating education in Alaska.

The exhibit of the Government Hospital for the Insane consists of a well executed model of the grounds and buildings, with a collection of photographs of exteriors and of the grounds.

The exhibit of the Pension Office consists of statistical charts showing its operations, blank forms of historical significance and a collection of documents of unusual interest.

## PANORAMAS AND CRYSTAL CHAMBER.

Through the General Land Office, the Department of the Interior has the custody and control of all public lands. Many tracts contain remarkable scenery or wonderful natural phenomena, and it has long been the policy of the government to reserve such localities and to develop them into parks for the benefit of the nation as a whole.

The panorama of the Yosemite Valley, as shown in this department, exhibits the towering rock of "El Capitan," 3000 feet high; "North Dome," "Royal Arches" and "Washington Column." On the right are "The Three Graces," "Bridal Veil Falls," and "Sentinel Rock." In the background of the "Half Dome" and "Clouds' Rest," the Merced River meanders through the valley which varies in width from a half mile to a mile.

The panorama of the Yellowstone Falls includes but a small portion of the canon, the falls being the central feature. A touch of realism is added by a device which makes it appear that actual water is falling from the cliff.

The immensity of the Grand Canon of the Colorado can be shown only imperfectly in the space available for the picture. The variety of coloring, however, is well brought out, and a good idea of the character and shapes of the formations can be obtained. The principal features of the Canon have received fanciful names suggested by their likeness to temples, pagodas and towers.

In another part of the exhibit is the reservation of Hot Springs, Ark. Its main feature is the representation of the "Cave Spring" and a "Crystal Chamber" made of quartz crystals which are found in great quantities in that vicinity. The apparent size of the chamber is greatly increased by the use of mirrors skilfully arranged and colored lights changing automatically add to its effectiveness and to the beauty of the picture of the main street of the city which is brought into view at regular intervals.

*(To be concluded in the January number)*

## 5,000 acres irrigated land



for sale near Prosser, Wash., under the new extension of the Sunnyside Canal in the famous Yakima valley in tracts and on terms to suit buyer.

### C. G. BAKER

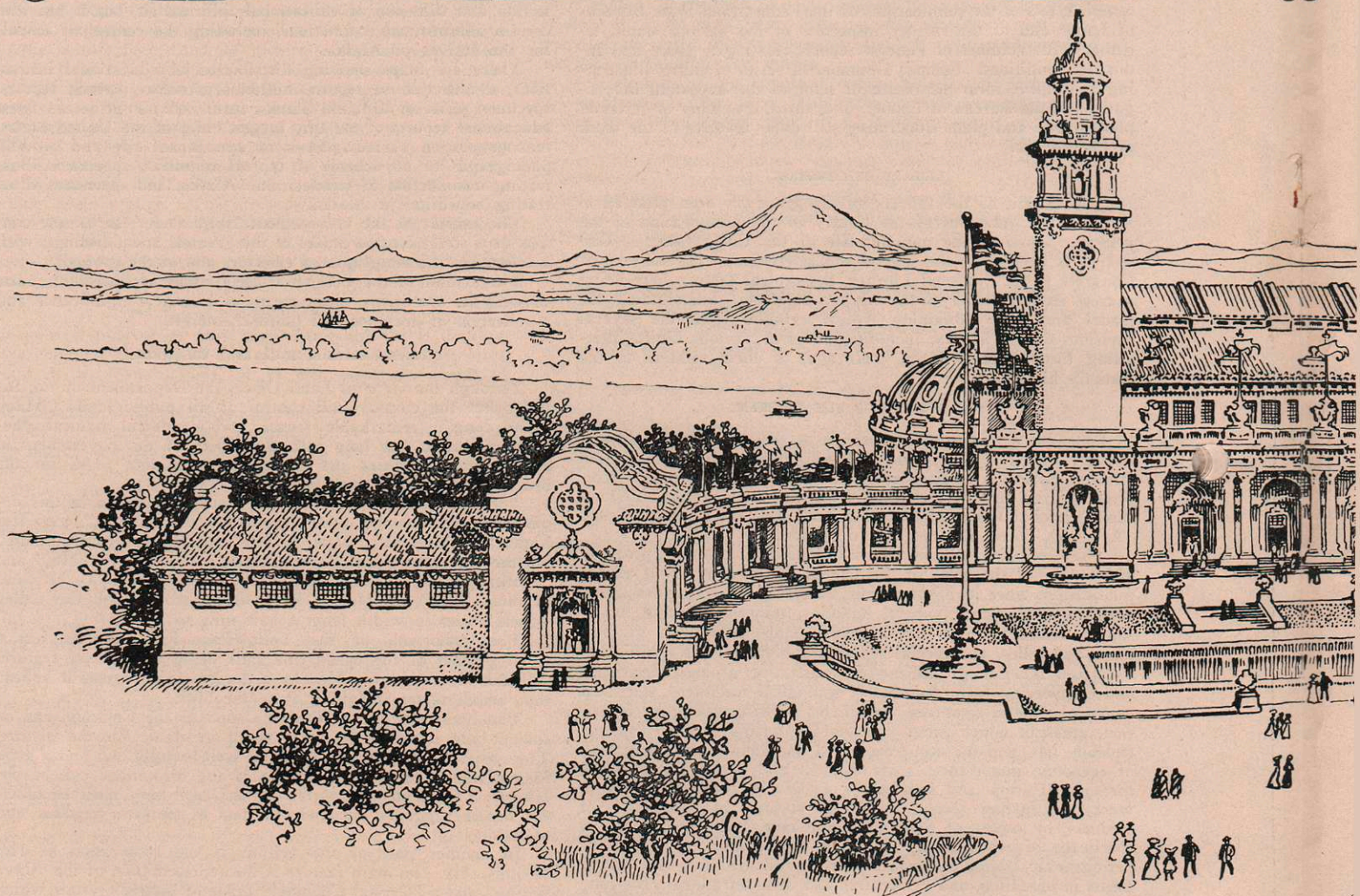
REAL ESTATE & IMMIGRATION AGENT

Representing also large tracts of best wheat lands, both raw and improved, to be found in the state, ranging in price from \$5.00 to \$15.00 per acre.

PROSSER, WASH.

Write for descriptive circular

# Army of Men Rushing Work on the



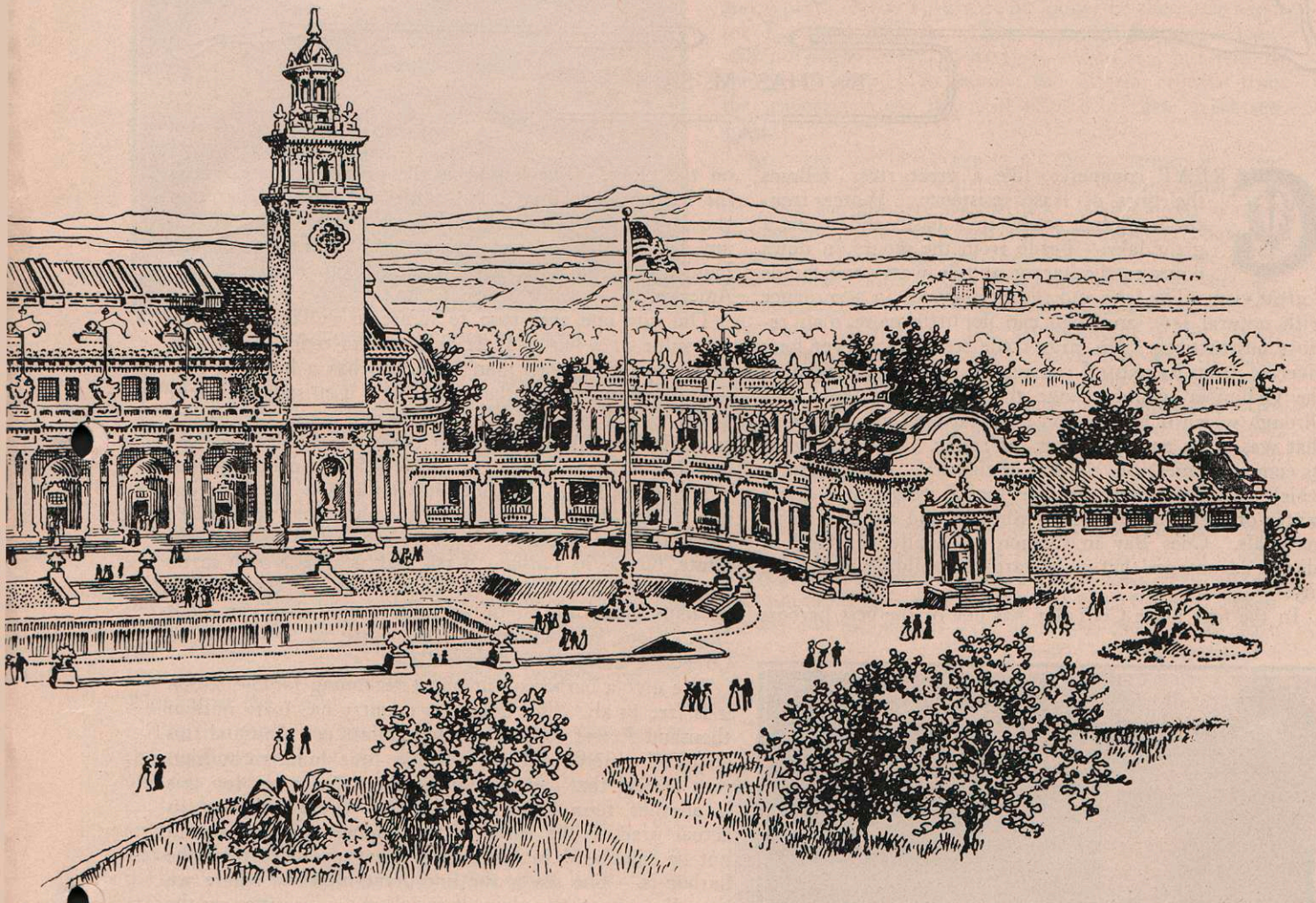
U. S. GOVERNMENT BUILDINGS WILL COVER ABOUT EIGHT ACRES ON THE ISLAND PARK IN G

**E**ARTH is moving on the Government Island in Guild's Lake and the foundations for the group of buildings in which the United States will exhibit are now laid. Immense quantities of material are arriving daily, the work not being impeded in any degree by the slight rains which have set in; more properly speaking, perhaps, "the Oregon drizzle." Already, there looms in the vista across the stretch of water, from the terraced steps to Columbia Court, the outline of the magnificent palaces whose 260-foot towers will cast their shadows across this virgin sheet of water. The island is peopled with hundreds of workmen under Contractor J. E. Bennett, and the Superintendent of Government Construction, E. M. Ball, who has arrived from Washington to supervise the carrying out of the instructions of the Supervising Architect of the Treasury. The "Bridge of Nations" has reached the island and shortly after the first of December construction material was hauled on to the island over the bridge. Not a moment is being lost by the government representatives or the contractor's men. Simultaneously with the commencement of these operations the sewer system

from the island to the Willamette River is being completed. The contract calls for the completion of the group of United States Government structures by March 1, 1905. Shipments of exhibits will begin from the East by that time.

At a meeting of the Government Board for the Centennial, held at St. Louis, the last of November the final selections were made for exhibition at Portland. Positive assurances are given that the Government exhibits for Portland will exceed in interest and variety those shown at St. Louis. There will be fully as much floor space occupied by the United States as at the Louisiana Purchase Exposition. Great satisfaction is felt in the results so signally achieved by President Goode, who has put in a month of extremely hard diplomatic work at Washington in behalf of the insular displays which he succeeded in persuading the War Department to provide for transporting to Portland. Elsewhere in this issue of the Journal will be found the first of a series of articles written by Special Commissioner McIsaac of the Exhibits Bureau, especially for the official bulletin, detailing what may be expected in the Government display. Features not pos-

# The Government Group of Buildings



IN GULL'S LAKE—NEAR THIS GROUP WILL BE LOCATED THE PHILIPPINE EXHIBIT.

sible to be described in the limits of this number will be covered in the January issue.

By his personal interview with the various departments at Washington and impressing upon them the importance of a full showing of the insular possessions, President Goode has settled many unsatisfying reports about the Philippine exhibit.

Besides the display of the products and a comprehensive showing of the industries, history, modes of living, etc., of the island peoples, Secretary of War Taft and General Chaffee have acceded to the urgent request to round out this display with 100 Philippine scouts, who are to be detailed for duty from the islands, about next March, arriving in Portland in May in ample time to be present at the opening ceremonies of the Centennial.

When Mr. Goode reached Washington there was uncertainty as to the allowable extent of the Philippine exhibit at Portland, owing to the inability of the War Department and Government Board to reach an agreement. Mr. Goode's interviews with Chairman W. H. Hills and various officials brought about an understanding satisfactory to all. The Federal exhibit will include in its ex-

hibit in its main building, a liberal display of woods, fibers, tobacco and other products of the archipelago on the general line of its inanimate Philippine exhibit at St. Louis, though on a less expensive scale. Ample funds will be provided from the Government fund to pay for it.

To make the Philippine exhibit complete, contracts are being closed for several Philippine villages, which are to be operated as concessions, about ten acres being set aside for the purpose on the Government Island. The contract will call for not less than 150 natives, probably 200, including Visayans, Igorrites and other characteristic tribes. This, in conjunction with the Government Philippine exhibit, will give a more comprehensive idea of the people and resources of the insular possessions than does the elaborate exhibit at St. Louis.

President Goode is thoroughly pleased with the arrangements that have been made. Secretary Taft has given him full sway in the selection of the exhibits, and he is anxious that Portland shall have the cream of all that is available. In this the President of the Exposition and Director of Exhibits are having the co-operation of Col. Edwards, Chief of the Insular Bureau.

# Coos Bay in Oregon

By CHAS. M. SAIN

**G**REAT commerce, like a great river, follows the lines of least resistance. Water from the mountain settles in a basin and forms a great lake. Trade from the mountain flows down to the harbor at tide water and builds a great city. The lake and the city develop in accordance with natural law, and man can do little more than remove obstructions. No large trade stream was ever long diverted from its natural course any more than damming the Columbia would change the river from the valley through which it runs. And no great city was ever built that was not a natural center for traffic. The volume of its commerce measures the size of the city. Manufactures which make commerce are the logical result at a trade center of easy channels of distribution and abundant raw materials. Coos Bay in Oregon is happily possessed of all the advantages that go toward the building of a great city.

In the first place Coos Bay has one of the best harbors



on the globe. The harbor is the prime requisite. It is the harbor alone that draws trade and puts in operation the law of least resistance. Good harbors are rare on any coast, and you can number on the fingers of one hand the harbors of the first class on Pacific North America.

Did any one ever stop to figure in dollars and cents the value of a harbor? It palls one to estimate the cost to dig out a harbor. San Francisco has a hundred millions in property on the peninsula. Let some accident befall San Francisco Bay that would close the harbor to navigation and the value in those tall buildings would crumble to the ground. Let some private monopoly control San Francisco Bay and it would own all the property in San Francisco town. The values that go to make San Francisco's hundred millions are not in its city real estate, but in its harbor. Coos Bay is just as rich in its harbor as is San Francisco. San Francisco can develop no more trade and house no more people than can Coos Bay. Coos Bay harbor will be worth to the people of Oregon a hundred million dollars.

We give a harbor no financial reckoning for the reason it is free to all. The Coos Bay country has forty million thousand feet of timber. At ten dollars per thousand this is four hundred millions. It has four hundred million tons of coal that can be mined. At a dollar per ton this is another four hundred millions. Were socialism in actual practice the value of this timber and coal would not be calculated in terms of money any more than the harbor is. The sea is the one great highway where we can all meet on the plain of socialism. The cities on the sea all stand on an equal footing. They are all at the one dead level of competition. The harbors of the first-class are never way stations on this great highway. Each one is a terminal, and each enjoys equal transportation facilities with the others. This axiom holds good as far as ocean freights are concerned. Coos Bay will never be an isolated seaport while it has a harbor of the first class.

It could not always have been said that Coos Bay was a harbor of the first class, a harbor that admits the largest ocean-going vessels. The harbor was here all the time, but its mouth was obstructed. Here is where man plays his part. This obstruction must be removed, but the task is an easy one. The jetties already planned when completed will give at low tide a depth of water on the bar of forty feet, and the entrance to the harbor will be made perfectly safe, even in the stormiest western swells.

There was a time when Coos Bay was marked on the maps as shallow water, navigable only for vessels of small draft. The configuration of the coast was such that the summer winds from the northwest brought in the beach sand and closed the harbor mouth. Ships loading at the wharves with Coos Bay lumber were in this way sometimes made prisoners for months at a time till the wind



LOGGING SCENE IN COOS COUNTY.

changed and the sand was again washed out. A jetty was started to prevent this sand drifting in. Although only partially constructed at small cost it has given a depth on the bar of twenty-six feet at low tide. This jetty has also confined the tides of the bay to a narrow channel of half a mile. Years ago the entrance spread out over a sand spit a mile or two in length. The bay must also be dredged as more harbor room is needed outside of the main channels. In ages past the bottom of the bay was covered with seven feet of oyster shells, the oyster now being extinct. When this is done Coos Bay has a harbor completely land-locked, shaped like a swan with its long neck and large enough to accommodate the shipping of the world.

The harbor being the first consideration, the next is the resources back of it. Looking at the railroad map one sees that Coos Bay is a little off the base of a triangle whose sides are 800 miles or more in length. In one angle are Puget Sound and Portland, in the other, Salt Lake and San Francisco. Coos Bay lies in the center at the base of this triangle, 400 miles from either Puget Sound or San Francisco.

See how close together are the cities on the Atlantic seaboard, and then compare that country with the Pacific. The natural wealth of the United States does not begin until after you have crossed the Mississippi River. There is no more favored spot in all this treasure house than the Coos Bay region. It is idle to say that there is not room on the Pacific for another city. The very fact that the harbors of the first class on the Pacific are few and far between makes it certain that the cities that spring up around them will be all the larger. Coos Bay will be one of them.

This triangle with legs 800 miles in length, will be one vast grain field. The working of the national irrigation law will put large bodies of that land under cultivation. It is not too much to say that more than a million people will some day find homes on that plateau. They will need Coos Bay lumber and coal. They will send down in return, wheat for shipment abroad. What is needed to bring this exchange about is a highway, and this will come in the building of another transcontinental railroad with terminus at Coos Bay. To deny that there is a field for another transcontinental is to deny railroads already built in other parts of the country. Railroads will always build when they can see a profit in the investment.

All this will not happen in a day or a year. But in ten years from now the largest ships from Europe will be passing through the Panama canal and unloading their cargoes at Coos Bay for distribution over a vast inland empire. They will take back with them in return lumber and wheat. New York will no longer be the great depot for European imports. The transcontinental railroads will no longer carry goods from sea to sea, but will be the great arteries to supply the interior towns from the seaports. Coos Bay will be one of these great seaports.

And why should we expect all this to happen in a year or even in ten? Five decades have rolled around since the Coos Bay country was settled. Coos County was organized fifty-one years ago this December. That is a long time to wait, and yet Coos Bay is little more developed than Portland or San Francisco were fifty years ago. Those places have had their era of development, and it is now Coos Bay's turn. The excess energy of the American people must find a vent. Coos Bay and the Central Oregon country back of it remains the only unexploited region in the United States, and when the attention of the people is once fully turned toward it they will appropriate it with a vim to equal anything yet known on the continent.

In the meantime while we wait for the coming of a transcontinental railroad and the completion of the Isthmian Canal, Coos Bay is steadily building on a solid foundation. Twelve thousand dairy cows feed all the year round on the green meadows of Coos County. Making the low estimate of sixty dollars to the cow the gross value of the dairy products is nearly three quarters of a million dollars. The county has seventeen creameries and cheese factories and one milk condensing plant. For fifty years Coos Bay has been celebrated as a dairy country and



A SOURCE OF WEALTH IN COOS COUNTY.

its butter and cheese take the gold medals at state and world's fairs. The green feed, the equable temperature and the absence of flies make this a fine country for the cow.

Coos County has no vast farming area, but it has nearly twenty thousand acres of land under cultivation and each acre is a garden. The level bottom land yet to be dyked or slashed will double this orchard and garden area, and each acre some day will be worth five hundred dollars.

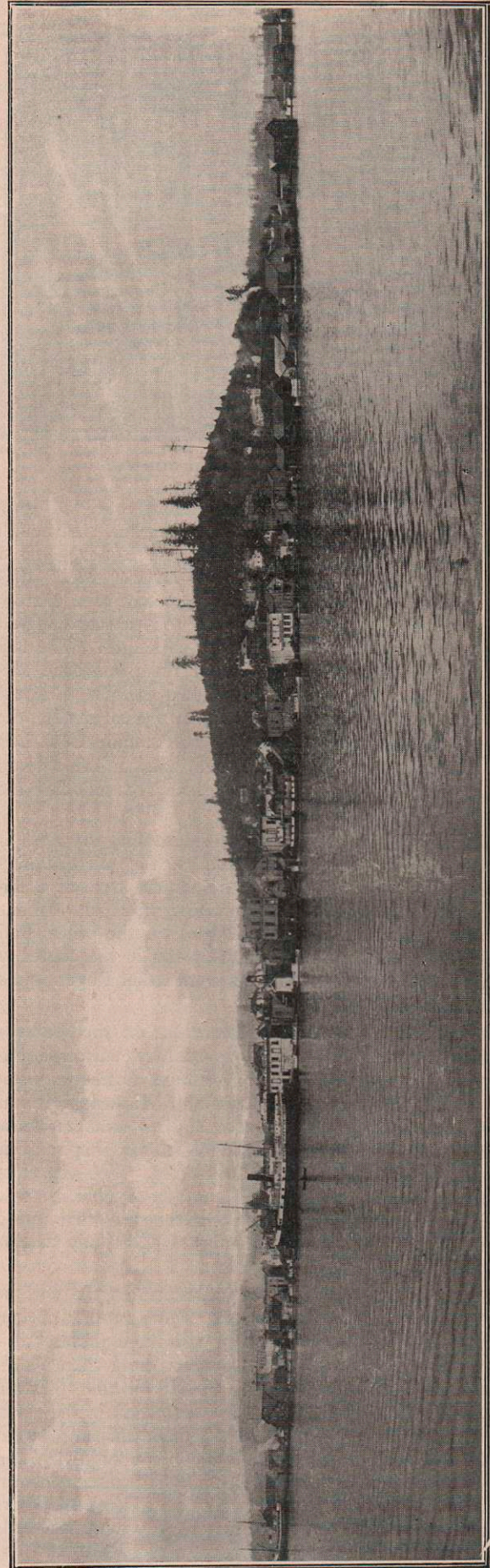
Coos Bay has no great exports of agricultural products. The truth is that although the finest of vegetables grow here, much of the home supply is imported from California. This year the Bay will send out 35,000 sacks of potatoes, 20,000 boxes of apples and a few hundred boxes of cranberries. But it will in time export much garden produce. The finest celery known is grown here, and it can be taken fresh from the garden for nine months in the year. There is nothing more delectable than a good pea, and nothing worse than a bad one. This is the land of the pea, and Coos Bay will surpass the celebrated French pea. Corn grows evergreen, and roasting ears can be supplied the table for several months of the year. Cauliflower, ground cherries, tomatoes, artichokes all acquire a delicate flavor in this country. Berries all grow wild in this favored land, salmonberries, salalberries, thimbleberries, blackberries, strawberries, raspberries, loganberries, dewberries, huckleberries and blueberries. Strawberries are not uncommon in November, and raspberries have been picked at Christmas time. There is no finer apple grown anywhere than the Coos Bay apple.

Coos County has nearly a million acres of land held in private ownership, mostly nontillable and either coal or timber, or both. The nontillable is assessed at not much above a dollar per acre, but you could not buy it for ten or twenty times that figure. Property is assessed at only about a fourth of its cash value, and the assessment roll foots up to nearly four million dollars. Notwithstanding this low valuation the tax levy is kept down to thirty-three mills on the dollar. But as time goes on much of this nontillable land will be cleared and brought under cultivation or made a dairy pasture. There is also about one hundred and forty-five thousand acres of government land left yet to be entered.

Coos Bay in the past has been a logging camp and lumber yard, and will be for generations to come. Here grows the celebrated Port Orford cedar and Oregon pine that finds its way for masts and spars and ribs, even to the shipyards of Maine. The hard wood myrtle and maple makes a beautiful finish for cabins and interior work. Here are cut the strong ship knees like a letter L a foot thick. At the Simpson shipyards in North Bend have been laid the keels of fifty vessels, and in those vessels Coos Bay lumber has gone to Australia and the Philippines and around the world. The Coos Bay oak is the equal of the best English oak. To this we must add the myrtle, maple, alder and ash, and we have the material for a furniture business that will reach across the seas.

The Coos and Coquille Rivers are the spawning grounds of the noble chinook, silverside, and steelhead salmon. Four canneries and a cold storage plant reap a harvest here each season. Frozen salmon are sent from Coos Bay to the German market. The canned salmon goes to every market in the world. It is great sport in the fall run to go trolling for salmon, and the bay is lined with rowboats and gasoline launches. Salmon weighing eighty pounds have been caught with hook and line.

The Coos Bay coal has been on the San Francisco mar-



BIRDSEYE VIEW OF MARSHFIELD, ON COOS BAY, COOS COUNTY, OREGON.

ket for fifty years. It is just now, with the development of the great Spreckels mine at Beaver Hill, beginning to reach abroad and supply other markets. This is a lignite and a superior domestic coal, valuable for all steam and heating purposes. It burns without soot or ash or cinder, and is as clean about the house as anthracite. This coal trade keeps five steamers on the run between Coos Bay and San Francisco, all the year, and one is soon to be put on between Coos Bay and Portland.

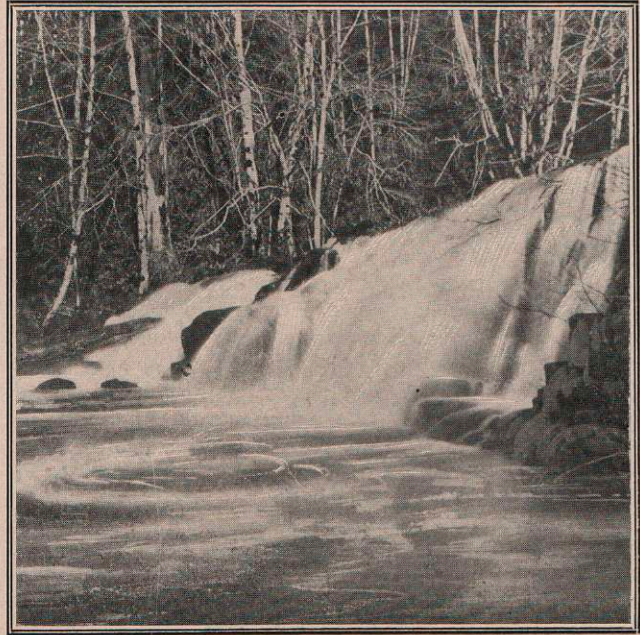
The weather must not be overlooked. In Marshfield, the metropolis of the Coos Bay country, where this is being written, the weather is fine. Not a drop of rain has fallen for two weeks; the days are warm and pleasant with sunshine and a mere suggestion of summer heat. The nights are not even chilly, but cool, and sleep is refreshing. Everywhere flowers are in bloom and lawns are bright green. This for the middle of November is a sight you would not see on this latitude anywhere but in Oregon. Oregon has the most equable temperature of any part of the United States. There is a difference of only about twelve degrees between the mean of summer and the mean of winter, in the Coos Bay country. The proximity of the ocean has a modifying influence. In the summer the winds blow from the north, and in the winter there is a soft balmy breeze off the southern seas.

It rains in Oregon, it is true, and thereby we receive our great blessing. It is the abundance of rain that produces our luxuriant vegetation. It is the rain that lays the dust and clears the atmosphere of all germs of disease and makes the winter season the most healthful part of the year. But the rain here is never a storm. It is distilled more like a dew, and the people go about their ordinary occupations never minding the rain. The heavy part of the rainy season lasts from the first of February till the last of March. Then follows a period of occasional showers. The summer is long and dry, and camp life in the mountains or on the sea beach is most enjoyable.

In such an equable climate with ordinary care a person can remain in perfect health. No colds result from sudden changes of temperature. The lungs grow strong in the sea air. There is no great combustion of food in the body to throw off acids and cause rheumatism. There are no stagnant ponds with their accompanying malaria and fever germs. Mosquito bars and fly screens are never used in the Coos Bay country. This will be the great sanitarium for the invalid of all lands.

But one does not have to be ill to enjoy the Coos Bay climate. It is not always the commercial spirit that determines the course of population. There is running through Coos County a gold belt that will attract thousands of people to mine for the precious metal. For fifty years Coos County has been a steady producer of gold. But people who come here to mine for a time and grow rich always stay and make it their homes.

The aesthetic side of man plays a conspicuous part in determining his habitation. Other things being equal he always leans to the side of the beautiful. There is no other part of the United States where the relief is so varied as in the Coos Bay country. The Seven Devils are seven mountains, at the base of whose rocky steps are the ocean breakers. The Bandon Beach, with its rocks and caves and arches, has become famous. It is said to have no equal anywhere in the world. One enters a leafy forest and the intertwining branches overhead make the road seem like a long tunnel. The forest is so dense in places that only here and there is a gleam of



sunlight on the mossy carpet. Lakes and canyons are numerous, and everywhere is big game. This is the hunter's lodge. Beaver and elk, protected by law, are being replenished. Waterfalls make picturesque scenery on the mountain streams. A most pleasing diversion is a boat ride up the rivers between banks of evergreen, and all the while drinking in the sea breeze. The whole Coos country is one vast park and flower garden.

Amidst such scenes and in such a climate a feeling of lassitude comes over one. His nerves are soothed and he is at peace with the world. One does not have to reside here long to acquire the Oregon habit of taking his ease. A kindly nature has made it unnecessary to put forth great effort to earn a livelihood. Through its isolation there has not in the past been that competition and rivalry to stimulate desire. People have had plenty of elbow room and do not crowd one another. They have been out of the way of the world and tramps and petty thieves are unknown. But a change is imminent. Such opportunities are not always lost to people less fortunate, and the next generation will see a vast increase in the population of the Coos Bay country.

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.

# Booth - Kelly Company



WAY back in the early fifties, when Oregon was very young and the primitive forest stretched miles and miles in unbroken grandeur, at a point where now stands the City of Grants Pass, John Kelly owned one of the first sawmills ever erected in Oregon. It was a tiny, crude structure, with only the rudest machinery, and yet it marked the opening of the way for the building up of one of the mightiest industries on the Pacific Coast.

Two sons of this sturdy old pioneer lumberman followed in their father's footsteps. Years after they built a mill on the same site, which cut 50,000 feet of lumber per day. This was a rapid stride in the business. They had been identified with the Sugar Pine Door Lumber Co., as were R. A. and J. H. Booth, brothers. These Booth and Kelly brothers associated themselves together under the name of the Booth-Kelly Lumber Co., and in 1897 bought of J. I. Jones a small mill at Saginaw, Oregon.

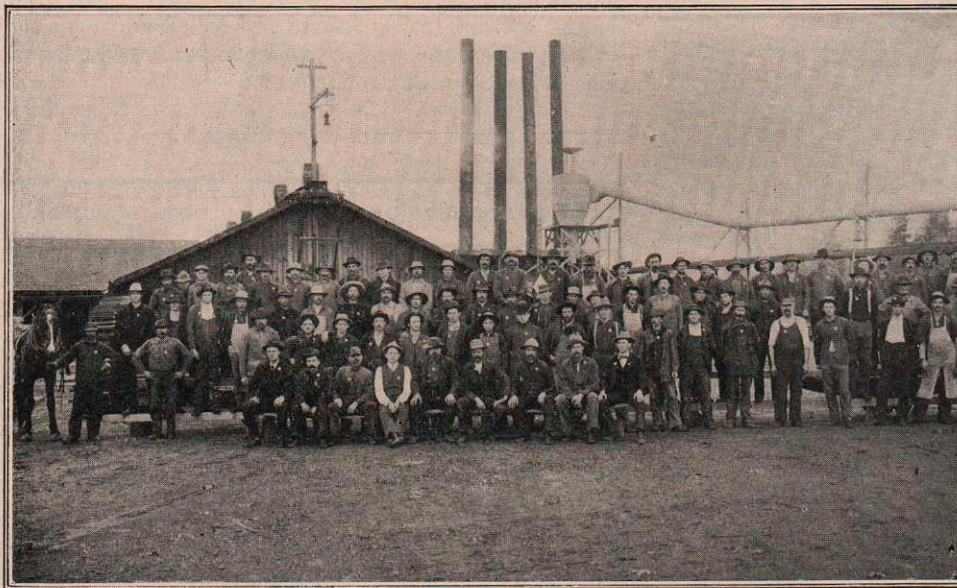
From this small beginning has grown an industry which is second to none in the "Oregon Country," or indeed in the whole of the Northwest in point of development of native resources, wealth invested, and as an incentive to immigration.

In 1898, owing to its business holdings being enlarged, the Booth-Kelly Lumber

Co.'s capital stock was increased to \$250,000, and the following year it was further increased to \$1,000,000. In 1898 the company leased a sawmill at Coburg and a few months later purchased it. In the early part of the following year they entered into negotiations with the Southern Pacific Railroad for the purpose of having a railroad line extended from Springfield to its land on the Mohawk River. The terminus of the line was named Wendling, in honor of George X. Wendling, now president of the Wendling Lumber Company, San Francisco, who was until recently a large stockholder in the Booth-Kelly Lumber Company. In 1901 the company purchased a sawmill at Springfield, and early last year one at Har-



EMPLOYEES IN THE BOOTH-KELLY MILL AT SPRINGFIELD



THE MILL FORCE AT COBURG.

risburg. As the company's holdings increased rapidly it was again found necessary to increase its capital stock, and on December 14, 1901, another one-quarter million of dollars was added to its capital, making a total of \$1,250,000. Aside from this the stockholders have acquired what is known as the "Oregon Central Military Wagon Road Grant," a body of more than a million acres, a large part being the finest sugar and yellow pine timber. This grant was made to the Military Road Company in 1864 and consisted of every alternate section of land



in a strip 470 miles long, extending from Eugene southeast following the Willamette River to the summit of the Cascades, and on south to Lakeview, near the California line, and northeast to near Boise, Idaho.

Other timber holdings owned by this company are 135,000 acres of fir in Linn and Lane Counties; 20,000 acres of pine timber land in Crook County, several thousand acres of choice sugar pine timber land in Douglas County, and about 18,000 acres in Modoc and Siskiyou Counties, California.

The acquisition of this wagon road grant in conjunction with their other timber land holdings, puts the company in possession of about 10,000,000,000 feet of standing timber, sufficient to keep their mills sawing for many years, even at the rate of 1,000,000 feet a day, a capacity their mills will attain in a short time.

After this purchase they again added to their capital stock and at the present time it amounts to \$1,500,000, which gives ample capital to work on. The head offices are located in the thriving and beautiful little City of Eugene, Lane County, Oregon. The personnel of the company is:

President, Frank H. Buck, of Vacaville, California, one of the largest individual fruit growers in California, and president of the Associated Oil Co. of that state. John F. Kelly, of Eugene, is vice-president, and R. A. Booth, the guiding spirit of the great enterprise, is the manager.

The board of directors consists of Frank H. Buck, John



LOGGING CAMP AT SAGINAW.

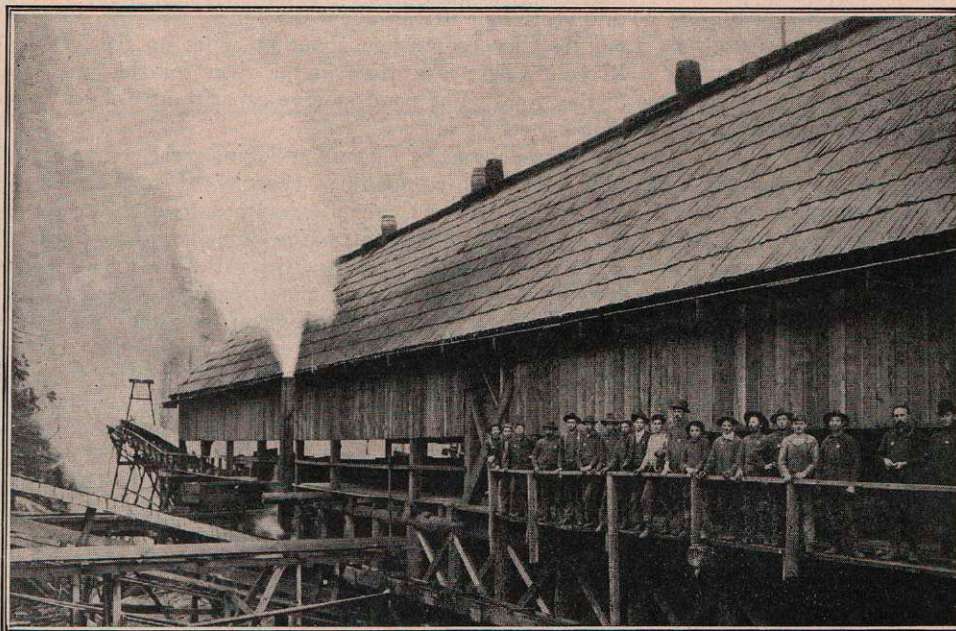
F. Kelly, R. A. Booth, George H. Kelly and A. C. Dixon, of Eugene; and Herbert Fleishhacker and A. J. Hechtman, of San Francisco. Geo. H. Kelly is in charge of the sales in the general offices at Eugene.

Even on the Pacific Coast where they are used to stupendous things in the lumber line, the remarkable growth and output of the Booth-Kelly Lumber Co. is regarded as little short of marvelous.

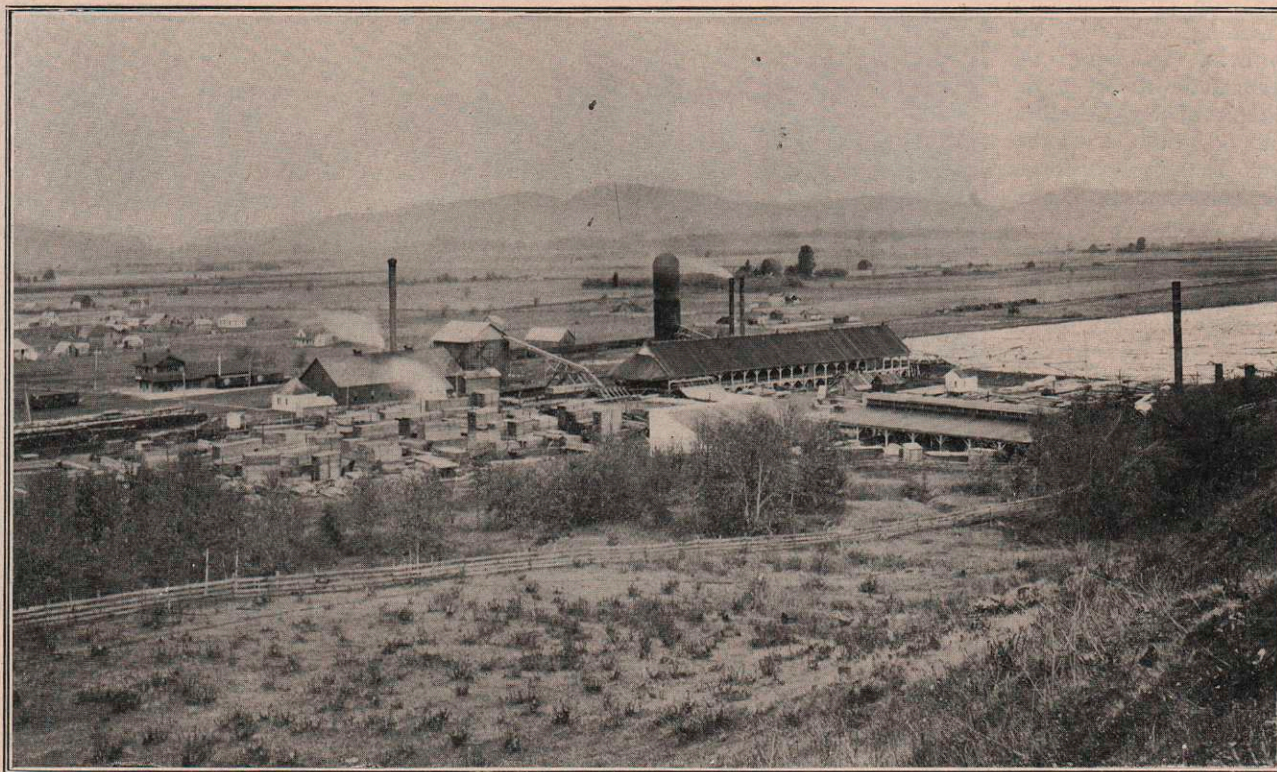
They employ 2500 men when running the night shifts, and have a monthly pay roll of \$80,000. In 1903 they paid out \$1,000,000 in wages alone.

This company has many up-to-date mills to manufacture their magnificent bodies of timber into lumber and kindred commodities. Everything is handled by their own employes from the time the tree is felled in the virgin forest until the manufactured products are loaded on the branch roads ready to be hauled out to the Eastern markets.

In the heart of the Mohawk Valley, twenty miles from Eugene, is the town of Wendling, built and owned by the Booth-Kelly Lumber Co. Hotel, lodging houses, school buildings, churches, railroad depot, stores, and all the dwelling houses were built by this company for their employes in their large mill at this place, which is a new and modern, thoroughly equipped sawmill, together with planing mill, dry kiln, lumber sheds, etc. This mill has a capacity of 150,000 feet every ten hours, and cuts timbers up to 120 feet in length; planed timbers



BOOTH-KELLY LUMBER CO.'S MILL AT SAGINAW.



BOOTH-KELLY LUMBER CO.'S MILL AT SPRINGFIELD.

32x32 inches up to 110 feet in length. The logs are brought in from camps located on Upper Mill Creek and reach the pond by a series of flood dams. There are 250 men employed on the day shift in this mill, and as many more in the logging camps.

Besides lumber they make a specialty of piling and locomotive wood, which enables them to clear up the forest pretty well as they go over it. They do not cut logs less than 12 inches in diameter. The growth of the timber is so rapid that in twenty years the forest will reproduce itself and may be cut over for small timber from the young timber. Fir, hemlock, and cedar are the timbers cut at this mill, 95 per cent being Douglas and yellow fir.

The product of the Wendling mill is marketed by means of a branch railroad built by the Booth-Kelly Co., and the Southern Pacific Railroad Company, and operated by the Southern Pacific Company, whose line it taps at Springfield.

Another mill which is a credit to the company and a source of pride to the surrounding community is located at Springfield, three miles east of Eugene on the Woodburn-Natron branch of the Southern Pacific road. It was built and thoroughly outfitted with all modern machinery, dry kilns, sheds, etc., in 1902, and has a capacity of 150,000 feet, every ten hours. The mill and the adjacent yards are lighted with electricity. They operate a refuse burner here 110 feet in height. Fuel is furnished the Lane County Electric Co., which supplies the power for the electric light system at Eugene. On a bluff 185 feet above the mill the company has established a large storage reservoir which gives adequate fire protection to their holdings. The pond storage capacity is 25,000,000 feet of logs. These logs come down the middle fork of the Willamette River, Big and Little Fall Creeks, and Lost Creek. There are 200 men in these logging camps and one-half as many on the day shift in the mill. Transportation facilities are exceptionally good, they being able

to load seventy-five cars at the platforms at one time.

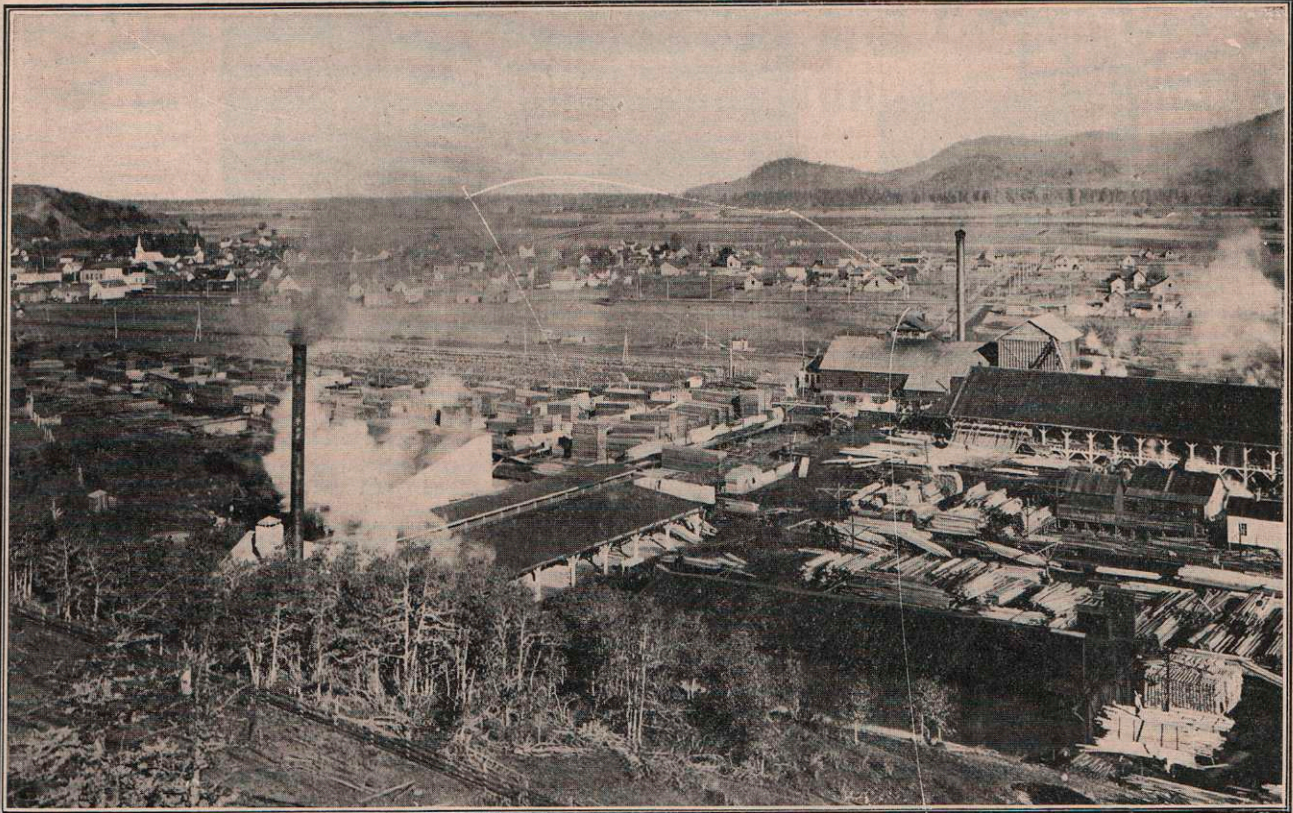
Another large mill is located at Coburg, seven miles north of Eugene, on the McKenzie River, and on the Woodburn-Natron branch of the Southern Pacific lines. Here they have facilities for turning out timbers 60 feet long. The capacity of the mill is 75,000 feet every ten hours. Until the beginning of the current year a night shift has always been operated, but at this time only ten hour runs are made. Here is found an up-to-date mill, dry kilns, flooring sheds, and all necessary equipment for turning out the finest sawmill products.

Six months of the year the log supply is brought down the McKenzie River about 40 miles, and the other six months they come from about 30 miles up the Mohawk River. There is a drive in the river for this mill most of the time. The pond storage capacity at Coburg is ten million feet of logs.

Five miles east of Eugene at Saginaw the company have two mills with a combined capacity of 115,000 feet in ten hours. One of these mills is closed down at the present time. A point of interest is the unique way in which the produce of this mill reaches the valley. It is conveyed from the mill in the mountains to the Saginaw railroad station, eighteen miles from Eugene, by a series of flumes, five and one-half miles long, with a fall of 2100 feet. At the Saginaw station there are ample facilities for handling this lumber.

A small mill, of only 30,000 feet capacity is located at Harrisburg, but the company contemplates erecting a plant similar to the one at Wendling on this site as soon as they feel justified in so doing. There is a safe storage pond and unlimited forests to draw on at this point.

All of the mills operated by this company are equipped with electric lights and ample fire protection. The total capacity of the several mills is 425,000 feet in ten hours, and they can run double shifts in all their plans; double this amount can be turned out if the necessity arises.



BIRDSEYE VIEW OF THE TOWN OF SPRINGFIELD.

When the new mills shall be completed and run to their capacities the 10-hour out-put will be 1,000,000 feet.

As an example of the amount of business this company is able to do we mention that a single contract placed with them in 1903 called for 45,000,000 feet of lumber. This is, without doubt, the largest order ever given on the Pacific Coast, and the fact that it was delivered right on time speaks well for this firm's means for doing business. They are very large producers of telegraph and telephone poles, and railroad and car-builders' materials and cater specially to this class of business.

Up to this time they have not entered the field for the

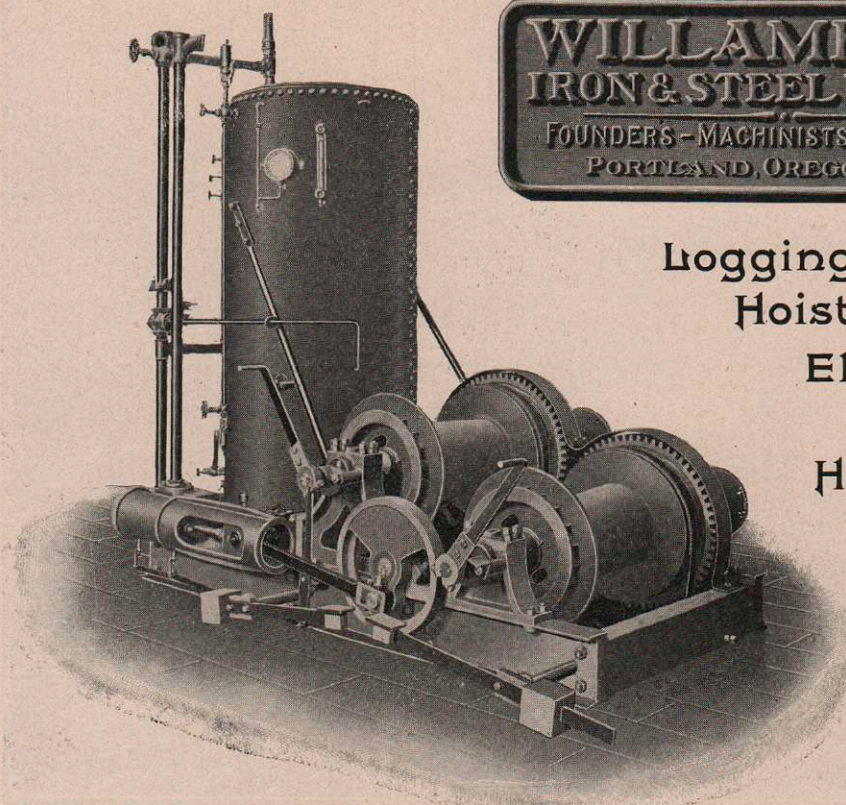
export trade but have disposed of their materials on this coast and in California, Utah, Colorado, Wyoming, old Mexico, and in the northern states east of the Missouri River as far as the Atlantic Coast.

Then they have branch offices in different sections, where live agents take care of the interests of the company. The branch offices are as follows:

506 Hayward Building, San Francisco, California, in charge of T. G. Roberts; McGavic and Hanna, Bank Building, Denver, Colorado; E. R. and R. G. Hutchens, Rookery Building, Chicago.



MEN EMPLOYED TO LOAD LUMBER FROM THE BOOTH-KELLY MILL ONTO THE CARS AT SAGINAW.



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

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

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

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

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

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

**LANE COUNTY**—Large and progressive, invites investigation of its numerous streams, even temperature, rich soil, superior grain, hops, flax, vegetables and fruit; its advantages for stock raising, its timber lands, immense lumber industries, its gold mines and its other resources. **EUGENE**, the City of Homes, principal town and county seat of Lane County, situated at head of Willamette Valley, 123 miles from Portland, on the S. P. Ry., elevation 453 feet; population, 6000; is in every way an attractive, thriving city; has the Oregon State University, excellent high and common schools, and the Eugene Divinity School, beautiful surroundings, good city government, modern improvements, and especially good trade. Inquiries addressed to any of the following members of the Eugene Real Estate Exchange will receive prompt and careful consideration: E. J. Frassier & Co., M. Svarverud & Co., C. S. Farrow & Co., C. C. Coffman & Co., F. T. Plank & Co., T. C. Garrett & Co., or S. R. Williams & Co.

**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. Kenover, 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, dairying and general farm products. Soil marvelously fertile, yielding profits from \$250 to \$500 per acre in berries and hops.

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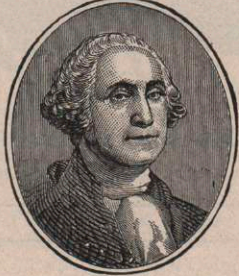
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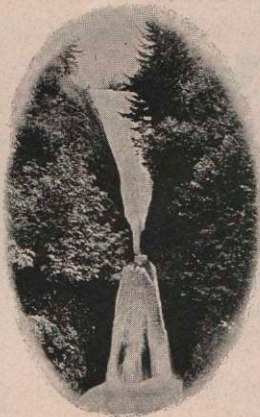
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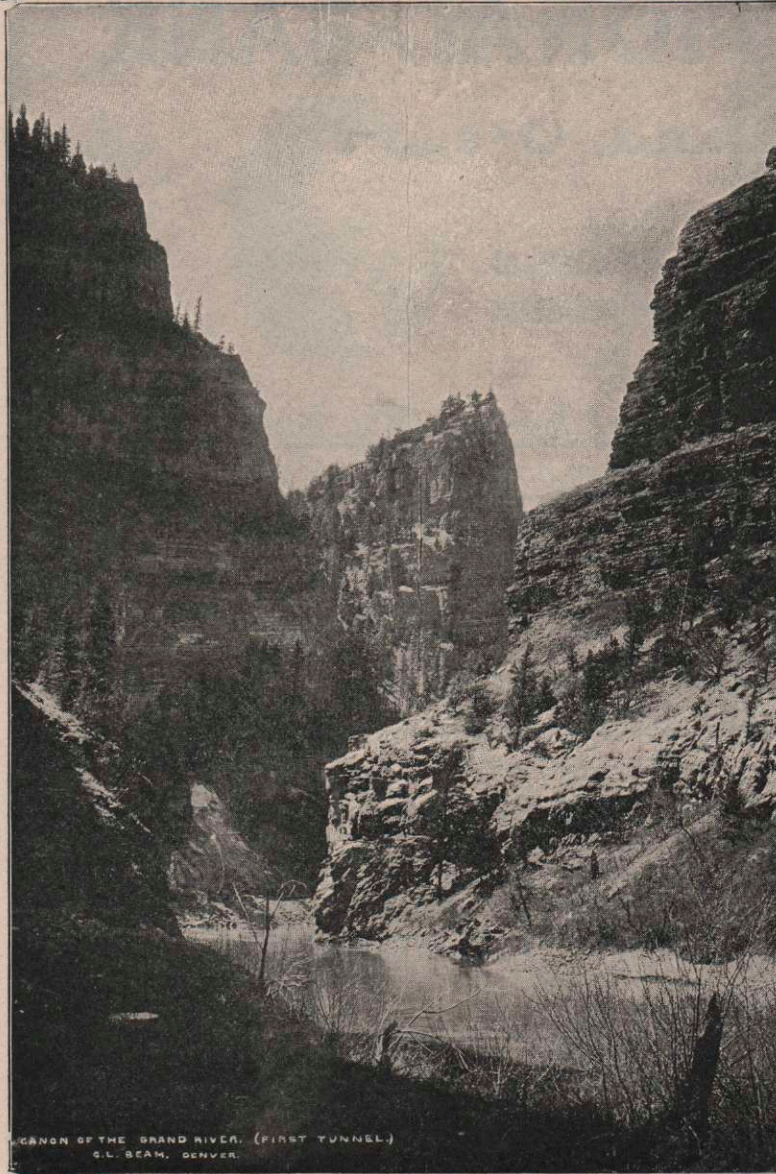
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I am going to paint a picture with a pencil of my own:  
I shall have no hand to help me, I shall paint it all alone:  
Oft I fancy it before me and my hopeful heart grows faint  
As I contemplate the grandeur of the picture I would paint.

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

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

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

—CY. WARMAN

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