

# Lewis AND Clark

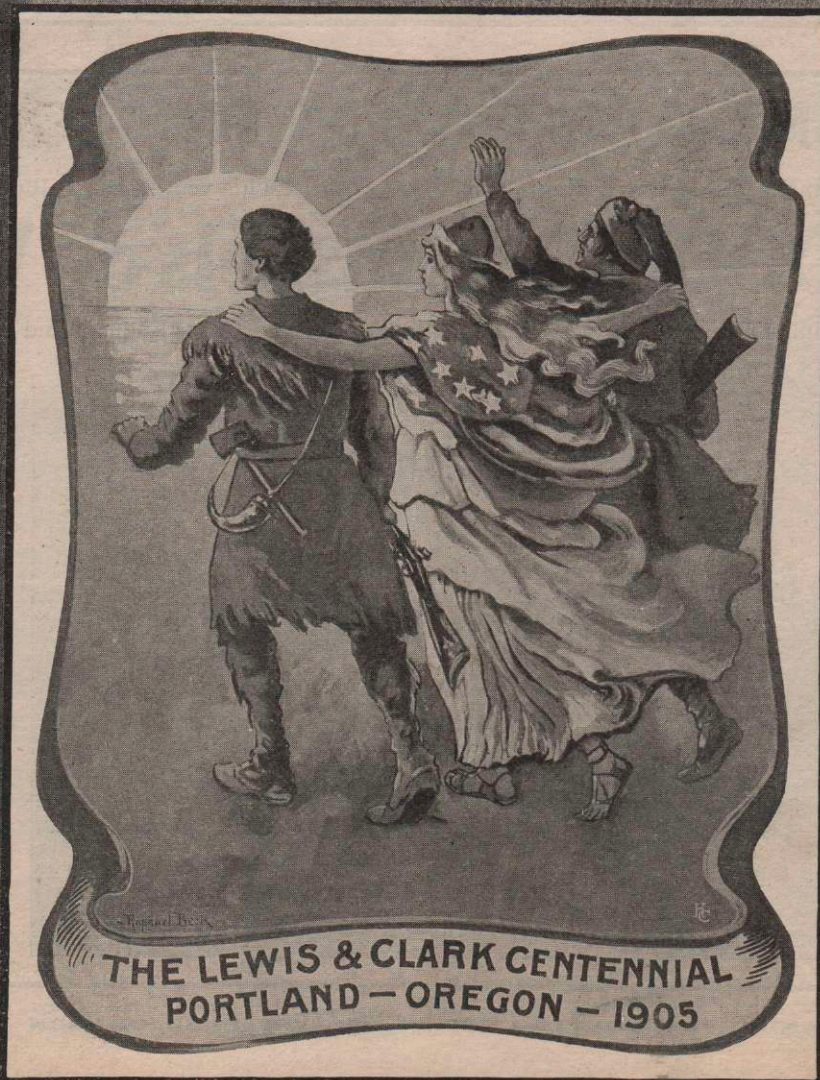


# Journal



NOVEMBER 1905

1805, PORTLAND, OREGON, 1905



THE LEWIS & CLARK CENTENNIAL  
PORTLAND - OREGON - 1905

OFFICIAL PUBLICATION OF THE LEWIS AND CLARK FAIR.



# THE PATHFINDER

Is an appellation that might well be applied to the GREAT NORTHERN RAILWAY, a Railroad that has been a true pioneer in the introduction of modern train service into the great Northwest. Its two daily passenger trains run solid without change between the Pacific Coast and St. Paul, and are arranged with a view to providing not only the greatest comfort for those of modest purse, but to cater to the wants of the most critical connoisseurs. Its day coaches are the largest and finest in the world, and are fully equipped with toilet facilities. A feature of the train service is the Tourist Sleeping Cars, upholstered and fitted complete with linen, curtains, etc., as well as a range on which coffee and lunch may be heated. The Palace Sleeping Cars are "ury" in every sense of the word. The want, and are almost a necessity on a long the modern club, including barber shop and est periodicals and newspapers. But the results of which the Great Northern Railway carte, at moderate prices, and the cuisine and service please even those who are hardest to satisfy. A journey over this line can hardly fail to leave pleasant recollections. It has been styled the "No Dust Route," owing to the noticeable absence of that one drawback to a summer Trans-Continental trip. This route furnishes a remarkable panorama of lake and river scenery, the trains running for hundreds of miles through the lake region of Minnesota, and along the Flathead River, Whitefish Lake, Kootenai River, Pend d'Oreille Lake and River, Spokane, Columbia, Wenatchee and Skykomish Rivers, streams of that peculiar green, familiar only to those who have visited the West. A daylight trip along the Palisades of the Columbia or through Tumwater Canyon alone is well worth a trip across the continent.



Information and descriptive printed matter can be secured by addressing

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# LEWIS AND CLARK JOURNAL

Volume Four

PORTLAND, OREGON, NOVEMBER, 1905

Number Five

## What the Exposition Has Meant to the Northwest

Standing at the head of the Grand Stairway with the statue of Lewis on one hand and that of Clark on the other, and looking off towards the graceful towers of the Government Building, over the deserted Bridge of Nations, one feels a sense of desolation and irreparable loss.

Then suddenly flashes up the recollection of the Administration Band's burst of melody in "Meet Me on the Trail"

roses which floated like incense over and through it all; the gay chatter of hundreds of voices, and the bright, interested, amused faces of people from all quarters of the world.

The States of the Pacific West pulled shoulder to shoulder for the highest success of their Fair, not only with generous appropriations, but with earnest and unremitting



A Picture That Will Linger Long in the Memory of All Who Visited the Exposition Grounds.

and sweeps one back into the recent light and laughter, music and joy of one of the most successful Expositions ever held. Memory calls back vividly the medley of sounds from the Trail, the branches of fairy-like, clustering lights reflected in the lovely lake, the perfume of thousands of

efforts. The very heart of the West went in to the Lewis and Clark Exposition, with the inevitable result that that heart aches to see the dissolution of its fine achievement.

While the St. Louis and Chicago Expositions covered much more ground than this one, still with an Exposition,



size, like an extra inch on the length of a person's nose, is not a particularly desirable characteristic. The thing most liked and praised about this Fair, next to the rare beauty of its site, was its multum in parvo quality. The grounds were handsomely parked, and the buildings, while picturesquely located and not crowded, were so cleverly grouped that they were all within easy walking distance from the main entrance. However, there were so many of them, each so full of interesting, instructive and enjoyable sights and sounds that it took many days to go through all of them in a satisfactory manner.

It is sorrowful to lose the Fair, which from June 1st to October 15th, was like a gem of many brilliant facets in its gorgeous setting of mountains, lake and forests, but already the vigorous West is putting that feeling aside for the stronger and more vital joy in the endless and immeasurable gain which the Exposition is proving and will prove to this part of the United States.

Compared with the Middle and Eastern States, Oregon is sparsely settled, particularly in its farming sections, where ranches of a thousand acres and over are not uncommon. It was feared that, having so small a surrounding population to draw from compared with Chicago, St. Louis and Omaha, the attendance would scarcely warrant the production of a Fair so ambitious, representing, as did this one on its opening day, the expenditure of \$5,000,000. Heretofore the Omaha Exposition has been noted as the only one which has proved a financial success and able not only to pay its debts, but also to pay a per cent. to its stockholders. Now that glory must be shared with the Lewis and Clark Exposition, whose attendance reached the high mark of 2,554,000, and which has a balance surplus on hand.

And not only has this Fair been a great financial success, contrary to all predictions, but has achieved its main object. International in scope, and participated in by many nations of the world, the chief desire was to interest peo-

ple in this region, and attract them thither by illustrating the magnificent resources of the Pacific West.

The five hundred mile radius around Omaha contains thirteen million people, while the same distance around Portland contains but one million eight hundred thousand. Thus it will be seen that Portland drew heavily on the Middle and Eastern States for the Fair attendance. Hundreds of visitors, by many of whom the resources of this section were previously but dimly realized, were enthusiastic over the comprehensive displays, and promptly became prospective settlers.

The Legislatures of California and Washington appropriated respectively \$90,000 and \$75,000, and Oregon loyally appropriated \$450,000, or almost one dollar for each of its inhabitants. Every State in this region was represented by a building in which were shown the products which are its chief pride and which contributed most to its financial returns. In many cases these exhibits, arranged as they were by counties, enabled the visitor to decide promptly in which locality he would make his home.

With the passing of the Fair, there is none of that reaction into dullness and stagnation here which has followed fast upon the closing of other Expositions, but the City of Portland and the whole Pacific West continue steadily to grow.

Crowded trains from the Eastern and Middle States brought thousands of people to Portland to the Lewis and Clark Exposition. Many of these noticed how much greater than in any other part of the world today are the opportunities here for building up individual careers, financial successes and pleasant, prosperous homes. Hundreds of those who were so delighted with the magnificent displays of the Western States at the Western World's Fair, are yet to follow the course of empire westward, to make their homes in this part of the United States which, before many years, will be its dominating section.

## What the Airship Flights Have Shown

Aeronaut Thomas S. Baldwin Discusses Results of the Tests the Past Summer.

By CAPTAIN THOMAS S. BALDWIN

After my summer's work at Portland, with the Lewis and Clark Centennial Exposition, I feel that I may say that the airship has come to stay. Things have been accomplished this summer with the airship, that one year ago were only to be hoped for.

My "City of Portland" has made new records in aeronautics, in more ways than one. Out of the twenty-five flights, twenty-three were successful, in that the ship was guided at will in various weather conditions, mastering all the cardinal points of airship flying, being under perfect control at all times and returning each time to the exact starting point, flying at each trip on schedule time and fulfilling routes and directions, landing and delivering messages, receiving replies; again rising with ease and sailing home as previously specified and printed in published programs.

The machine landed on the Chamber of Commerce, delivered a letter, and on the return trip dropped a message off at the Oregonian building. It has traveled back and forth through the streets, and accomplished many other things; sometimes making two flights a day.

I think great progress has been shown with the airship since my first flight at the St. Louis Fair, and I intend to keep on with my experiments through the winter and will bring new things before the public.

There is no question but that with me the airship has long passed the experimental age. Of course, with such a type of ship as the "City of Portland," the main thing we were striving for was the maximum of strength and the minimum of weight—two things that were most essential to success. Power and resistance is another subject that we had to struggle with, but as I have said, all these obstacles have been overcome.

Little by little the airship will pass from its infancy, not only to the stage where it is regarded as a toy, but to where it will be of value, not alone as a means of transportation, but its services in the time of war will be of untold value; also, in exploring inaccessible places. This has been demonstrated on several occasions at Portland.

How long did it take for even our bicycles to pass from their crude stage to the useful article of today? How long for our railroad system to deliver its present-day service of comfort and speed? How long for our ocean liners to develop into what they are today?

I firmly believe that the airship within as short a period of time, will be where these things are in this our twentieth century. The airship subject is one that will take the minds and energy of not only one or two, but that of many who are willing to devote time and money to its development. I think I can safely say that five years ago there was not such a thing as an airship that could fly at all. Today we have an airship that will fly at a given time, and meet all the requirements.

My "California Arrow," just four months from its trial trip, flew fifteen miles and returned against a wind blowing from ten to fourteen miles an hour. That was last December in Los Angeles. Two months later, in February, the same ship won a ten-mile race from Los Angeles to the Raymond Hotel in Pasadena, fifteen miles in thirty minutes, beating a twenty-four horse-power Pope-Toledo touring car by landing its aeronaut safely in the hotel grounds just one minute and forty seconds before the automobile reached the same spot.

My airship at that time was only seven months old. Today it is fifteen months old, and I feel more than pleased with the progress of the past year. I will, in the future, do



all in my power to improve the airship on scientific principals.

I fully realize that the public is watching the airship with eager eyes, but we must ask of them to be patient and remember that it is in its early existence and not to expect too much all at once. I feel that it is a thing that must grow step by step, and every little point gained, no

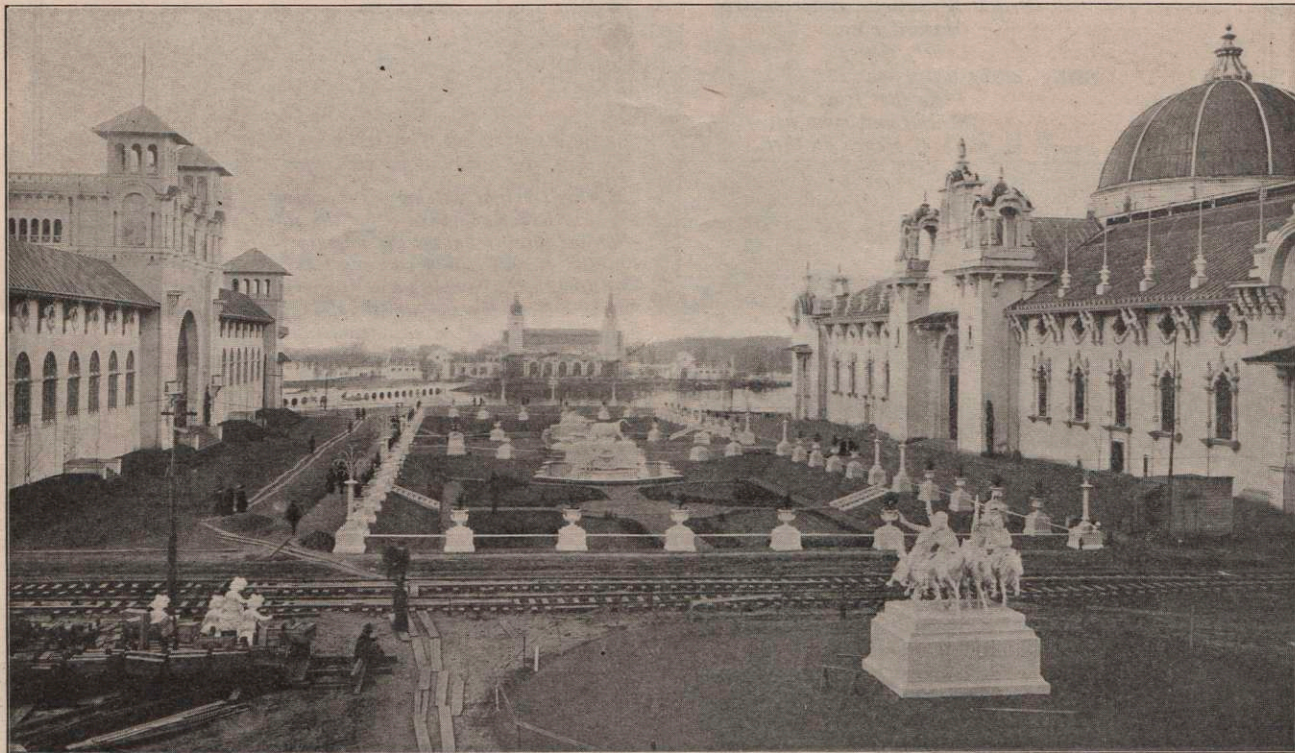
matter how small, is one more obstacle removed. We must learn not only how to rise in the air, and propel our ships, but we must learn the conditions and currents of the atmosphere. The currents of the air are the same as those of the water. Each ship knows the currents for its voyage, and so must the ship of the air become familiar with these things as well as those of the water.

## Walnut-Growing a Good Business

The cultivation of nut-bearing trees, for commercial purposes, is a line of industrial effort which offers the best of inducements, in the opinion of Col. Henry E. Dosch, who is accepted as an authority on horticultural matters.

This field is wide open in Oregon. In looking for opportunities for establishing a competence for life it should be borne in mind that some ventures are largely experimental and results problematical. In raising English walnuts, how-

satisfy myself as to the adaptability of our soils and various climatic conditions, I gave away over two hundred yearling trees of my own growing. I sent them to friends in various parts of this state—to Eastern Oregon, Southern Oregon, the Coast counties, the Willamette Valley, and even to the Sound counties of Washington—and the reports received have been most gratifying. Some of these trees have in eight years' time grown to twenty feet in height,



Only a Few Weeks and This Most Beautiful Exposition View Must Go Out of Existence.

ever, there is no experimenting. The industry scarcely has been begun. It has been proven that nuts of a superior quality flourish in the valley climate of Oregon. They mature well and there is no reason why this state should not become an exporter instead of an importer. Col. Dosch says:

"I have been advocating the planting of nut-bearing trees, more particularly the English walnut, or more correctly speaking, the French walnut, as the other is simply a commercial term, for many years. While a number of small plantings have been made, there is only one on a commercial scale, consisting of forty acres of walnuts and chestnuts, hence there is practically an unoccupied field, which promises as good returns as any other kind of fruit by way of intensive and diversified farming.

"This is now well recognized and understood in the East, since the wild nut-bearing trees, which grew so plentifully, have been cut down wastefully and used for posts, fences, and firewood. The scarcity has become so marked that attention has been called to it by the trade, and many new plantings are now being made.

"When I first planted my own, in order to thoroughly

with a spreading top of fourteen feet, and measured eleven inches in diameter four feet from the ground. They have proven most indifferent as to location or soil, whether on clay, loam, or gravel, and even on rocky ground, provided there is a loose subsoil for the taproot to go down. It is perfectly useless to plant nut-bearing trees where there is hardpan soil. These eight-year-old trees averaged twenty pounds of fine walnuts, which sold at ten cents per pound, bringing \$2 to the tree.

"Trees begin to bear when six years old, and from that time on they are a source of revenue. They seldom fail to bear enough fruit to pay for the labor and expense of taking care of them and gathering the crop. Growers should be careful to plant only such varieties as are known to be suited to our climatic conditions. The varieties of walnuts recommended are the Fanquette and Mayette, which is known to the trade as Grenoble; of chestnuts, the Spanish, Italian, Numbo, and Paragon; almonds, Grosse Tendre, or Languedoc, for Northwestern and Eastern Oregon, and the I. X. L., Princess, and the Nonpariel for Southern Oregon. Filberts do exceedingly well here—the Duchally, Aveline, and English cobnut are best."



## Beautiful Willamette

By SAM L. SIMPSON

From the Cascade's frozen gorges,  
Leaping like a child at play,  
Winding, widening through the valley,  
Bright Willamette glides away;  
Onward ever,  
Lovely river,  
Softly calling to the sea;  
Time that scars us,  
Maims and mars us,  
Leaves no track or trench on thee.

Spring's bright witchery is weaving  
Braid and border for thy side;  
Grace forever haunts thy journey,  
Beauty dimples on thy tide;  
Through the purple gates of morning,  
Now thy roseate dimples dance,  
Golden then, when day departing,  
On thy waters trails his lance.  
Waltzing, flashing,  
Tinkling, splashing,  
Limpid, volatile, and free,  
Always hurried  
To be buried  
In the bitter, moon-mad sea.

In thy crystal deeps inverted  
Swings a picture of the sky,  
Like those wavering hopes of Aidemn,  
Dimly in our hopes that lie;  
Clouded often, drowned in turmoil,  
Faint and lovely, far away—  
Wreathing sunshines on the morrow,  
Breathing fragrance 'round today.  
Love would wander  
Here and ponder,  
Hither poetry would dream;  
Life's old questions,  
Sad suggestions,  
"Whence and whither?" through thy streams.

On the roaring waste of ocean  
Soon thy scattered waves shall toss,  
'Mid the surges' rhymic thunder  
Shall thy silver tongues be lost.  
Oh! thy glimmering rush of gladness  
Mocks this turbid life of mine,  
Racing to the wild forever,  
Down the sloping paths of Time.  
Onward ever,  
Lovely river,  
Softly calling to the sea;  
Time that scars us,  
Maims and mars us,  
Leaves no track or trench on thee.



## Many Manufactures to be Encouraged

Portland is the recognized jobbing and distributing center of the Pacific Northwest States and is rapidly assuming importance among the Pacific Coast cities in the manufacturing line. To the development of this line of industry and the attraction of capital to investments promising safe and splendid results, the commercial organizations of Portland, headed by the Portland Commercial Club, are devoting every energy. As a result of the interest that has been awakened in Portland as a field for inaugurating industrial activities the expectation is that there will be several enterprises launched with the new year. The outlook for manufacturing in the State is very bright. The tax rate has this year been lowered and foreign capital will find hearty support and welcome.

St. Johns, a suburb of Portland, situated on deep water just below the outer harbor, has shown a wonderful spread in the manufacturing and milling line and there is plenty of room for more. More factories are needed and outside

capital desiring to become reliably informed on conditions may readily acquire a correct judgment of the possibilities by taking up the matters in which they are interested with any of the commercial organizations.

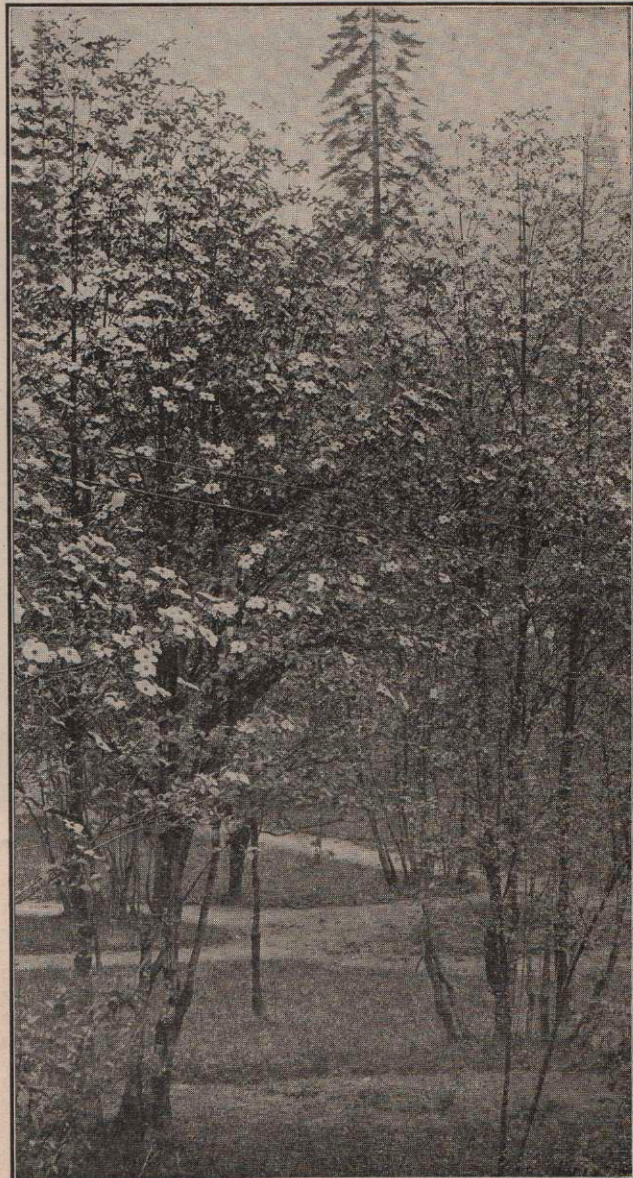
Needed in the State are woolen mills, scouring plants, clothing factories, tanneries, shoe factories, wagon and wood manufacturing establishments, glass works and mills to handle flax fibre. Furniture factories, it is believed, would find a good market on the Coast, providing the better grades of furniture for the household were made. The manufacturer seeking a new field and requiring expert or skilled help, should have little difficulty in inducing labor to settle here as conditions are very favorable. Throughout the State are new, rapidly-growing communities where various business enterprises on a modest scale will find support and encouragement and where the foundations may be laid for wealth because every condition points to the fact that Oregon, as a producing State, is bound to be one of the greatest.

## Era of Railroad Building

The people of Oregon realize, as well as those from the East, that the first step toward the more rapid development of the State lies in the direction of railroad construction. Although long deferred it seems extremely probable that an era of construction of much-needed new lines is now about to begin and that the vast interior sections east of the Cascade Range are to be opened up to transportation. The railroad map of the State shows that all the lines are grouped along the extreme western and northern border of Oregon, naturally following the courses of the great valleys and mountain passes and the Columbia River to reach tide-water at Portland.

Nothing in connection with the Exposition has caused greater interest or wider comment than that the Great Northern and the Northern Pacific Railways, controlled by James J. Hill, have determined to build a new line into Portland by way of the north bank of the Columbia River, cutting off from the main line of the Northern Pacific at Wallula. Both lines will have equal trackage rights and will transport large quantities of wheat from the wheat-growing sections of Eastern Washington and increasing immensely the wheat and flour exporting business from Portland harbor. There has never been any question in the minds of Portlanders that the Northern Pacific and its ally would come into Portland by a more direct line than by way of Puget Sound and thence down the Coast to Portland, but as the announcement was made at the time of President Hill and party to Portland early in October, the Exposition was instrumental in hastening action on these plans. This is of the greatest importance to Portland. It may be safely predicted that remarkable changes may be witnessed in the city within the next five years. Heavy purchases of water frontage property have been made by agents of the "master of railroad builders," Mr. Hill, and extensive plans have been put into execution looking toward the erection of warehouses and the establishment of industries that will contribute to the tonnage of the new line.

The Great Northern and the Northern Pacific traverse the great State of Washington and serve, with branch lines, a wide area of territory, with termini at Seattle and Tacoma. The Great Northern reaches Portland from Spokane over the tracks of the Oregon Railroad & Navigation Company, (Harriman system) and the Northern Pacific operates all its through trains from Portland by way of Tacoma and Seattle. Both roads in reaching Puget Sound must climb the Cascade Range of mountains and the selection of a water grade to get the wheat crops and other tonnage to ships at Portland has been only a question of time with the magnates. Mr. Hill has said that the development and growth of Portland had impressed him very much of late and that with the proper attention to the deepening of the channel of the Columbia River, he will bring his fleet of monster freight vessels up the Columbia.



Where the Snowy Dogwoods Bloom.



# On the Road to the City of Angels

Some of the Many Features of Interest and Attraction Between Portland and Southern California.

A trip of 1300 miles down the Coast, from the City of Roses to Los Angeles, at this time of the year, is conceded to be one of the most interesting experiences of a life-time, and there are few, if any, railroad trips in America that, all times considered, are as agreeable and refreshingly complete for comfort and variety of sight-seeing. And while in the evergreen northland the soft autumnal conditions, with occasional light rains are pleasing, after a busy year change of scene and entertainment for the individual is

the wilds of the Siskiyou range, around and around Mount Shasta beholding the king of heights, snow-crowned, from every possible point of view. This is a region where railroad engineering reaches the climax of its daring. Clinging to the very sides of many a precipice, over dizzy heights, doubling, turning, looping, skirting, reluctantly—and then boldly—racing at the abutting cliffs that half conceal the chasms behind, the summit is reached at Siskiyou, the hunting grounds of the old-time tribes, where still game



A Magnificent Orchard in the Rogue River Valley.

demand. The trip to and through Southern California carries one into a mighty region, teeming of past and present possibilities.

The fame of the Shasta Route and Coast line of the Southern Pacific has spread immeasurably this year among many thousands of tourists who have been and ever will be thankful for the discovery of the innumerable delights to be experienced in a journey from Portland into the romance-haunted land of oranges and poppies, the wierd eucalyptus trees, the pepper and the cypress and miles of gardens of flowers.

Have you the "go-fever?" There's nothing like the modern lotus-land of the far South to give you repose. Leaving the prolific valleys of Oregon you are dashed into

trails in wait for the white man. Here is the domain of the hunter which is not yet "worked out." Five deer a day is the liberal legal limit to each man, because they are so plentiful. Bear, grouse, geese, ducks, snipe and pheasants can be had anywhere in this region. Past placer mines, where fortunes are being washed from the gravel and sand of the streams, and past little settlements you proceed until the head of the Sacramento canyon is reached. The scenery is beheld most advantageously from the car windows and the caprices of the deep-buried torrent, pursued by the steel track of the locomotive affords a never ending source of entertainment. You pass by Shasta Springs, nestled upon a little sun-kissed plateau amid an endless succession of mountains, forests, streams, confused cata-



racts tumbling out of titanic crevices in the sides of the crags, and presently you greet the fount of many a hundred thousand hearty quaff, snapping Shasta water siphoned straight from the great throbbing heart of Nature.

The train drops gently down the Sacramento until the ominous roar of the torrent has subsided into a gentle murmur and as it nears the level of the seas its voice is hushed. At Redding is a good place for sportsman, health-seeker or what you will. At Chico, Uncle Sam has a Plant Production

the bulk of California's deciduous fruits and where the earth does not yield forth abundantly in growing products, the herds upon the hills and the metals from the rock-ribbed mountains make a share of the great wealth of the State.

San Francisco is the Mecca, the most fascinating metropolis of this or any other age. There is no more gaily cosmopolitan city. It has been pronounced the Naples, the Rome, the Paris of America. From the center of this great



A Scene of Wild Grandeur in the Siskiyou Mountains.

station that is very interesting. Marvelous experiments are here carried on in the culture of flowers, vegetables, fruits and nuts all the year 'round. At Sisson is found the United States fisheries where, if you will, you may find out more about the habits of game fish than you probably think is worth knowing.

The capital of California, Sacramento, is an almost inexhaustible archive, a city of landmarks and devoid of that apparent stagnancy which often proclaims the proud name of the capital. Important of the features are the Fort of General Sutter, the place to which John Marshall brought the news of the first discovery of gold. Sutter Fort is now a museum of "the days of gold, the days of '49." In the Sacramento Valley, a most fertile plain, are produced the oranges that New York eats at Christmas; here is grown

bustling, pleasure-loving city, having the most complete system of transportation lines of any city of its size in the world, a different side-trip may be taken every day in the year. There is the famous Golden Gate with its tropical park conjured from the sands by the magic of money, love and art, Alcatraz Island, the military prison of the Pacific, the navy yard on Mare Island, the Cliff House, Seal Rocks, Sutro Heights, and the Presidio. The ship of commerce of all nations fill the harbor.

San Francisco bids you linger amid its delights, forgetting all time. However, if you journey on by the Coast line toward the City of Angels there is much of interest every mile of the distance. The Stanford University, representing thirty million dollars worth of devotion to high ideals, commands much study. The Moorish architecture of the



early California missions, the perfectly equipped structures and the ideal arrangement of the institution is worth a day's stop. At San Jose you must, perforce, pause in the blossom-studded scene, to pay a devotional pilgrimage to that tomb in the clouds, Lick Observatory. From this height you see the Mosaic panorama of the Santa Clara Valley; the rugged peaks of the Santa Cruz mountains, the snow-capped summits of the Sierras. At Santa Cruz every one stops off and then gets a lay-over so as to see the big trees—the oldest living things on the earth. Besides these indescribable natural wonders there is a magnificent amusement casino here. At Del Monte you find, among other features which are to be spoken of in the superlative degree only, is a 126-acre park in which every clime has contributed the rarest specimens in the creation of a haven for the botanist, the nature-lover, the health-seeker and the lover of out-door pastime to be enjoyed under ideal conditions. Here we have a 17-mile drive through one of the quaintest of early mission settlements, Monterey; through the cypress forest of mystic origin,—around the spray-washed cliffs and pebble-studded sands of the beautiful bay.

a Thousand Wonders" calls you imperiously to see the most gorgeous series of marine and mountain masterpieces Nature ever painted.

For a century of miles and more the train threads the green-graced mountains within a stone flip of the ever-changing Pacific. Every curve, every bend of the roadway, displays another picture, until you are fairly spellbound with the glory of it all. In no other part of the world is there such a road as this—through miles of orchards and realms of flowers, beside a snow-white beach, fringed with its lacework of foam. Before, behind, above, below, to the right and left, each view enfolds its marvels as you speed along "The King's Highway" in fog-bank and sunshine; through the blue and the gray; past Point Conception with its guiding light to Point Arguello, winding into the depths like some great serpent with a beacon for an eye.

Camulos, the home of Helen Hunt Jackson's "Ramona." The old ranch house of adobe, the quaint old chapel, the Indian pestle and mortars, the stone olive presses of a hundred years ago, are all here amid oranges and lemons, walnut, olive and rose trees.



The Peak of Mt. Shasta, California.

At Paso Robles there is every inducement for perpetual youth. Not only is it a superbly arranged pleasure resort, aimed to meet every want and condition, but its mineral waters have wrought miracles. Within driving distance of Paso Robles are the Mission of San Miguel, Morro Rock, Devil's Den, Chimney Rock, the abalone fisheries of Cayucos and other enchanting things. San Luis Obispo is one of the great historical points of California. Santa Barbara is designated as the "Capital of Content." Spring and Summer keep house together all the year 'round. Caressed on one side by the gentle Pacific and bordered by garden-like fields of tropical fruits and flowers it may be entitled to the title of "Paradise of Sunshine," for the sun shines here always at its best and the chain of islands off the Southern Coast of California always keeps off vigorous winds.

At San Buenaventura you are charmed with its rare art treasures, priceless books, ancient robes of the Franciscan Friars, and sweet toned bells on their rawhide thongs, ringing as they did over a hundred years ago. One could listen for a week to the lore of Father Grogan, but "The Road of

At the end of this wonderful journey is the gateway to the desert behind, and set like a diamond in a field of sapphire and amethyst is Los Angeles, the well-beloved goal of forty and fifty thousand tourists per month from December to May. These tourists come from all places where the winds are harsh and from this delightful haven the visitor takes his taste and fill of one after the other, or one, or all, of a dozen seaside resorts where life's compensations to those fortunate to enjoy the opportunity bubble to the brim.

Mr. C. W. Mott, the energetic immigration agent of the Northern Pacific Railway, says: "Theodore Roosevelt is the first president of the United States to know and understand the West and its possibilities. His recommendations in behalf of irrigation and encouragement of all government work in its development have been of incalculable benefit to the West. Another man who will be remembered for good work well done, and it is still being done, is George H. Maxwell, president of the Irrigation Congress.



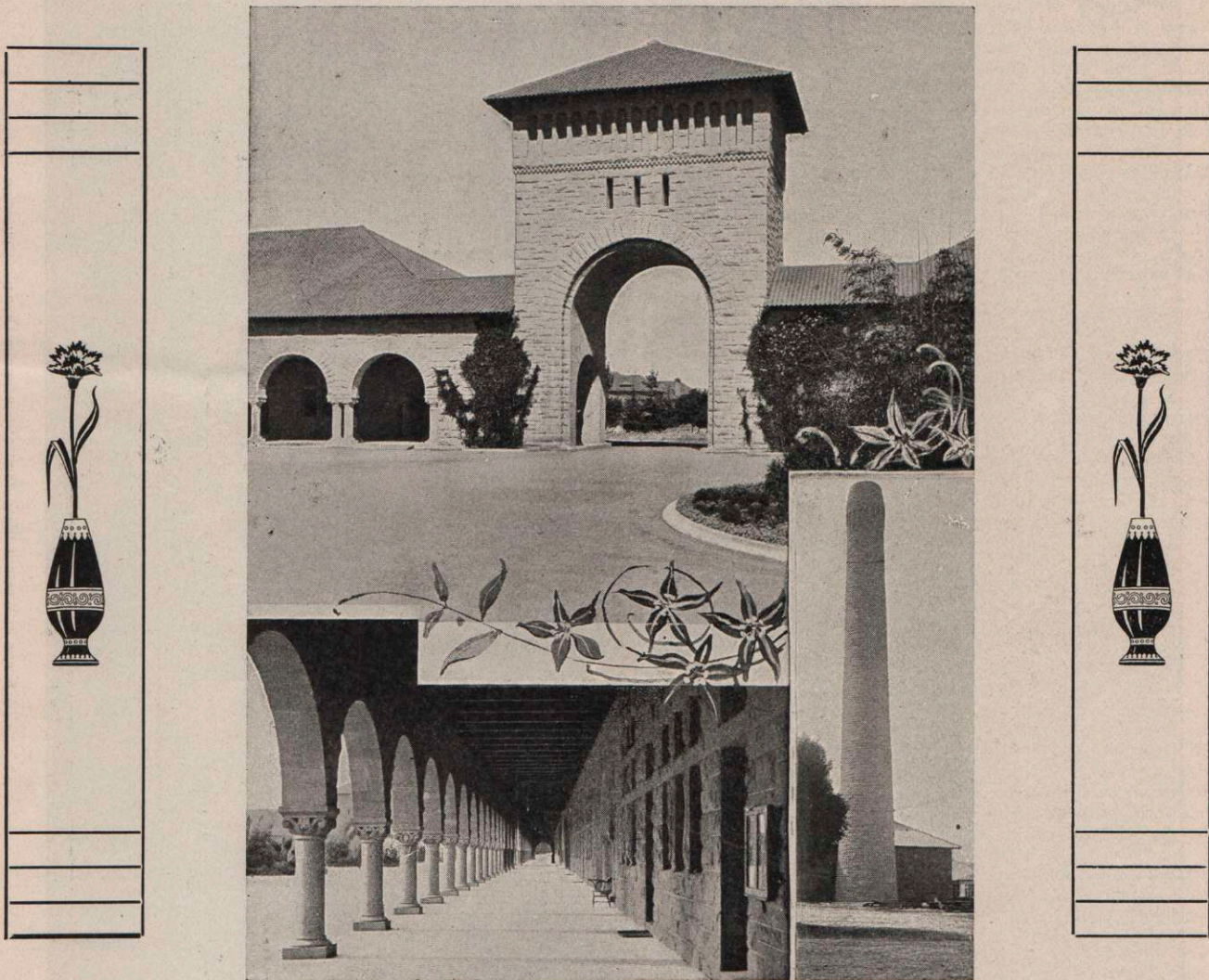
# Old Fort George--Landmark of the Fur Traders

By J. MAYNE BALTIMORE.

On Marcus Flat, located in extreme Northeastern Washington, within sight and sound of the famous Kettle Falls of the great Columbia River, stands a prominent landmark of remote pioneer days. In many respects this landmark possesses historical significance full of human interest.

about two miles to the north, directly on the south bank of the Columbia, where the little railroad town of Marcus at present stands.

The larger post first mentioned, was long known in after years as Fort George, so named in honor of King George



A Picturesque Old Mission in Southern California.

This relic of a period long vanished, consists of several buildings, constructed of roughly hewn pine logs, which have successfully resisted the erosion of the elements for more than seven decades. Not all of these primitive structures have stood for 75 years, but several of them, it is claimed on good authority, were built as far back as 1826.

Originally, the cluster of buildings was known as "Old Fort George," and was one of the earliest posts established by the Hudson Bay Fur Trading Company in the then great Northwestern Territory.

Subsequently another trading post was located at a point

IV. This post was first established about 1825; Marcus Flat being the place selected.

A small log house was first constructed in which the Factor and other members of the company lived. Soon after another house was built near by, which was used as an office and store building.

This building is still standing, despite the long flight of years, and is yet in a tolerably fair condition of preservation.

Years after, the old log dwelling was partly demolished, and a better building substituted. This structure still re-





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A Scene in Western Washington, Showing the Olympic Mountains.



mains and, despite the batterings of half a century of storms, is in an excellent state of preservation. As nearly as can be determined, this building was erected about 1840, and is claimed to be the oldest building standing in the State of Washington.

About the same time, or shortly subsequent thereto, two other buildings were constructed. One was a large structure to be used as a general store house for supplies, pelts, skins, etc. The other building was a small but very substantial block house—as a measure of protection against hostile Indians—should there be any. However, the records show that the Indian tribes were generally quite friendly toward the traders. Both of these buildings are still in fair condition. Some of the lower pine logs of the ancient block house are much decayed.

In the large house were stored the valuable pelts, furs, etc., secured, and also provisions and articles with which to barter with the various tribes of Indians. At one time the building contained a store of supplies valued at \$100,000. Such goods were, of course, held at a very high figure in those days.

It is estimated on good authority that, first and last, this old store house has held furs and pelts that aggregated one million dollars in value.

But, by all odds, the ancient, storm-buffeted and weather-stained block house is the most interesting feature of the cluster of buildings. It is about 16 feet square, and probably 20 feet high—up to the eaves. There are two stories, but the second one does not jut out over the lower one as many block houses were built.

There are a number of small port holes on each of the four sides, and also several larger holes. Evidently, the former were for small firearms and the latter for small cannon or ordinary four-pounders (brass swivel).

Many hundreds of bullets have been fired into this old structure. In fact the outer walls are literally riddled with leaden missiles. They were shot from the old muzzle loaders—rifles or muskets. Just why these bullets came there is somewhat problematical. It would seem that at one or more times a fierce battle or battles took place between the red men and the white invaders. This, however, has been seriously questioned by some of the earliest pioneer settlers. Others again assert that for a great many years the Indians through spite and jealousy of the Hudson Bay traders used the old block house merely as a target, or shot at it when in a drunken fury.

At one time all the group of buildings was surrounded by

a strong, high stockade, but every vestige of this has vanished decades ago. A large windmill stood for many years within the enclosure and was used to grind flour for the little isolated post. A small and primitively constructed brewery also stood near; but all these have disappeared more than 30 years ago. After that a large log grist mill was built at Meyers' Falls on Colville River, several miles from Marcus Flat.

This building still remains, though all the rude machinery was long since removed. The only relics that remain are a pair of small common stone burrs that ground the grain.

The most of the rough lumber used in flooring these old historic buildings was cut by hand—using the slow and laborious "whip-saw"—certainly a primitive method.

A great many years ago the old post was abandoned by the hardy and adventurous traders and trappers. Still, some of the later descendants of these pioneers are living in a few of the buildings.

Overlooking Marcus Flat from the summit of a little pine-covered hill, stands an old dilapidated Catholic mission. This building is roofless, and in a state of semi-ruin. The little log church is over 60 years old, and was abandoned by the padres a great many years ago. This mission was maintained in connection with the trading post. Spiritual work was carried on among the Indians by these pioneer priests with much success, and most of the communicants belonged to the Colvilles and other tribes.

Just back of the crumbling little chapel lies the burial grounds; but railings, headstones, and all the grave markings have long since disappeared. Here sleep in peace and obscurity the epitaphless dead under the blue shadows of the somber pine forest. The solemn singing of the wind-swept trees, and the far-off roar of the great falls are the eternal dirge of the departed.

Though Fort George was built some years after those intrepid spirits—Captains Lewis and Clark—made their great westward trip of exploration, yet the place has a more than passing historic interest. The old, dilapidated and slowly crumbling walls and mossy roofs tell a plain tale of a plaintive story of dangers, hardships and privations, and over these ancient structures impend a mellow atmosphere of age not unblended with the deep mystery of years. Truly they belong to the great past—the long, long ago. While these old buildings remain, they will hold in the hearts of on-coming generations an undying—an almost sacred—historic interest.

## Over Three Millions for Eastern Oregon Sheep

Within the past year Eastern Oregon sheepmen have received over \$3,000,000 for sheep which have been sold to Eastern buyers. This is a conservative estimate, based on figures furnished by stock inspectors throughout the district.

Shipments were never so heavy and the demand never so great for sheep as during the past 18 months. On figures furnished by stock inspectors there have been between 800,000 and 900,000 sheep shipped out of Oregon since shearing time last Spring. Some inspectors contend that the number will exceed 1,000,000. Shipments have been as follows:

Elgin .....	200,000
Baker City .....	100,000
Pendleton .....	100,000
Meacham .....	100,000
Heppner .....	150,000
Shaniko .....	100,000
Ontario .....	100,000
Echo .....	20,000
Huntington .....	30,000
Durkee .....	10,000
North Powder .....	12,000

These are the principal shipping points. Elgin heads the list, as it is from there that nearly all the Wallowa sheep are shipped. Meacham, in Umatilla County, is the heaviest shipping point when tributary country is considered, most of the sheep from that county being loaded at Pendleton. Morrow County probably has more sheep to

its credit within the borders of the county than any other, as many sheep belonging to that county are loaded at other points. County Stock Inspector W. J. Parker, of Baker County, says there have been 50,000 Baker County sheep shipped from Baker City this season. But many of the sheepmen drive to Baker City from Grant and Malheur Counties and this runs the total from Baker City up to 100,000.

The prices paid have been very handsome. The lowest sales on record are of a bunch of old ewes and lambs, very poor, sold in Pendleton at \$2 a head for 6000. The prevailing price has been from \$2.25 up to \$3.50. Eighteen months ago lambs were selling at \$1.25. Within six months they were selling for \$1.75 and now the cheapest bring \$2.25. Instances are known where buyers bought lambs in the Spring of 1904 for Fall delivery at \$1.25 and without ever seeing them or expending one cent on them, sold them in the Fall of the same year for \$1.75.

Conditions have ripened Oregon into almost infinite possibilities along innumerable avenues of thought and action, and laid the foundation for a greatness far and away beyond what has already been achieved, and while mining, farming, stock-raising, fruit-growing, lumbering, manufacturing, transportation, navigation, etc., are sources of infinite profit, there yet lies in an undeveloped condition beneath its soil the glorious heritage of vast stores of mineral and metallic wealth, and should be, and it is the policy of every loyal citizen of the commonwealth to make known these facts as widely as possible in order to attract investors and settlers.



# 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 Street, Portland, Oregon

PHONE MAIN 17

J. D. M. ABBOTT, Manager

Edited by D. CURTIS FREEMAN

SUBSCRIPTION PRICE \$2.00 PER YEAR IN ADVANCE  
ADVERTISING RATES ON APPLICATION

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

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

Vol. 4 Portland, Oregon, November, 1905 No. 5

## RETROSPECTIVE.

The Lewis and Clark Exposition is over. Closed are the massive buildings. The leafy avenues, and rose bordered walks, no longer resound with the merry babble of throngs of happy sightseers; gone are the twinkling lights; gone the air of hospitality and festivity that has enveloped the dream city these happy months. No more does the Temple of Agriculture, with its unequaled exhibits, awe the visitor with its unimpeachable story of what this Western land produces.

The art exhibit—a joy to thousands of visitors, is gone. The government and foreign exhibits, which have proven such educators, have been shipped. The educational exhibits have been distributed to the various contributors.

Hushed are the enchanting strains from the many bandstands; dark is the auditorium; quiet the voices of the lusty lunged vendor, and the imaginative speiler. A lonely guard paces the leaf-strewn walks, where recently thronged visitors from every clime; where the almond-eyed Oriental and the turbaned Turk jostled shoulders with the Hollander and the Italian; where the scantily clad Igorotte was an object of curiosity to the bead-becked Mexican and the fair-haired Tyroleans.

All are gone. The gates have ceased to click, the returns have been totaled and we find that the Lewis and Clark Exposition has passed into history as the most successful exposition ever held. Successful from a financial point of view, as there is a goodly sum to be returned to the stockholders over and above all expenses.

But this success is infinitesimal compared with the real success of the fair. The Lewis and Clark Exposition was conceived and brought into its mature beauty that the residents of the Eastern United States, as well as the other nations of the earth, might become informed as to what marvels of climatic perfection and scenic grandeur, with unlimited resources and possibilities lie west of the Rocky Mountains. The class of people whom most we wanted to attract have flocked to Portland by the thousands to be entranced with the beauty of the golden West, and awed by the untouched resources. Many of these people have remained here to rear their children in this favored land; others have gone away to sing songs of unstinted praise of the Western land where rigors of

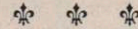
climate are unknown; where free-handed hospitality welcomes the stranger, and where at our very doors lies opportunity, unequalled.

They tell of the mineral wealth of Idaho, the great wheat belts and untouched forests of the Evergreen and the Emerald states, Washington and Oregon, of the glorious climate and incomparable beauty of golden California. In fact, of the mines of untouched wealth that lie on every hand in the Pacific States, and they who hear the tales are fired with the desire to visit and ultimately make their homes in the very section exploited by the Lewis and Clark Exposition.

Our trade relations with the Orient have been strengthened, new avenues have been opened up to commerce! Our relations with our sister states have been cemented in the friendship which always comes in working together for a common cause.

These are a few of the results already apparent, but now in the very flush of victory we need to renew our efforts to reach out for the rewards almost within our grasp. Past endeavors will accomplish little if not followed up in a systematic manner. People must be kept interested else the impressions gathered here will fade and enthusiasm die.

Shoulder to shoulder we must stand arrayed to exploit this heritage of ours—to allow no opportunity to pass unnoticed; to bring to the attention of the investor and the homeseeker the unlimited possibilities of the land by the Western Sea.



## SCIENTIFIC CULTIVATION OF FRUITS.

To Professor H. E. VanDeman, of Washington, D. C., expert judge of pomology for the Lewis and Clark Exposition, is due the distinction of having established the division of Pomology in the United States Department of Agriculture.

Up to the year 1885, there was no provision by the Department of Agriculture for scientific investigation in the matters of fruits and fruit culture. Professor VanDeman, recognizing the immense possibilities of such research, enlisted the interest of the Hon. E. H. Funston, who was then a member of Congress from Kansas. Shortly afterward, provision was made by Congress in the appropriations for the Department of Agriculture, for establishing a division of pomology, and Professor VanDeman was appointed chief of the division.

From the ridiculously small sum of \$5,000, the appropriation for this work has gradually increased, until at the present time it comprises a considerable part of the appropriation for the entire department.

By scientific investigation, the raising of fruits in nearly all parts of the country has been made possible. Arid spots, such as the desert lands of Arizona and New Mexico have been made to produce fruits of the finest kind. To Professor VanDeman also is due the credit of first introducing the date into this country. When the first plants were brought across the seas from Arabia and Egypt, there was not a single grower of the fruit in the United States. Now date-raising has become one of the great industries of the Southwest. The same may be said of mangoes. More than fifteen years ago, the first Indian mango plant was imported into this country by Professor VanDeman, and introduced into the Eleride peninsula near Miami. At the present day, there are immense tracts of land devoted to the culture of the pungent spice. The first citron plant was also imported by Professor VanDeman from Corsica, and transplanted in California. Later other plants of the same fruit were secured from Sicily, and introduced into the States, and today the revenue derived from the sale of this fruit is very large.

The work of Professor VanDeman and his associates in this division of the Department of Agriculture, is considered by Government officials and those directly interested, of inestimable value. Industries have been created in the way of fruit-raising that have brought millions of dollars into the country, and it has been demonstrated conclusively that almost any of the world's fruits may be raised successfully in the United States.

"The cherries and plums of Oregon are the finest in the world," said he. "As to the other fruits," he continued, "Oregon sets a fast pace for the rest of the world."



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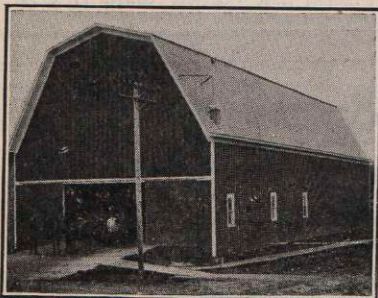
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# Oakland

DOUGLAS COUNTY, ORE.

**I**T IS with pleasure that we present a short description of Oakland, Douglas County, Oregon, and the advantages, resources and opportunities to those who contemplate visiting the Lewis and Clark Centennial Exposition, with the view of making their home in the great Northwest. Oakland is the second largest city in Douglas County, located on the main line of the Southern Pacific Railroad, 180 miles south of Portland. It is the most substantially built and cleanest kept town of its size on the coast. The country surrounding Oakland is the most healthful and productive in the state. All kinds of live stock, poultry, grain, fruits, hops, and, in fact, every kind of produce that grows in the temperate zone is raised here in abundance. Besides being rich in all these products, Douglas County contains the largest amount of timber contained in any county in the state.

The country tributary to Oakland is rolling, giving it perfect drainage, as well as an abundant supply of pure water. The hills are used very profitably for fruit raising and grazing purposes. The land along the streams—of which there are many—is a rich, sandy loam, on which is grown all kinds of grains, fruits, hops, alfalfa, etc. Usually three crops of clover and alfalfa are grown in one season without irrigation. Crop failures are unknown in this locality.

Oakland is well supplied with schools, churches and social and fraternal associations, as well as all kinds of business institutions, which are in a flourishing condition. The city has an electric light plant, and contemplates installing a telephone exchange for the town, which will have direct connection with adjacent farms.

Within the past year the Commercial Bank of Oakland was organized and incorporated under laws of Oregon. The founders are composed of the wealthiest people in Oakland, and to them is due the credit for the prosperous condition of the town and surrounding community. The financial statement of the bank made at the close of the year 1904 speaks well for the management.

For further information regarding Oakland and Douglas County, address

**THE COMMERCIAL BANK**

or

The Oakland Development League,

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SEATTLE

	1896	1904
Names in City Directory	24,500	68,882
School Census	10,019	22,865
School Attendance	6,973	17,059
Telephones in use December 31	1,105	21,123
Bank Deposits	\$2,710,371	\$32,450,695
Bank Clearances	\$28,157,065	\$222,217,309
Water Revenues	\$114,578	\$436,558
Building Permits, number	580	7,438
Building Permits, value	\$201,081	\$7,808,120
Brick Manufactured, number	2,000,000	60,000,000
Postoffice Receipts	\$82,549	\$383,477
Population	42,837	173,517

**John H. McGraw Geo. B. Kittinger**  
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*The Famous Palouse Country*  
of North Idaho and Eastern Washington—the most productive country on earth—the healthiest country on earth

**MOSCOW, IDAHO** is situated in the center of the very best part of the Palouse country; is the county seat of Latah County, is the seat of the State University and has a population of 5000. If you intend making a change of location, it will pay you to investigate before buying elsewhere. We have all kinds of Farm Lands, City Property, Business Opportunities, &c. Write us for descriptive matter and list of prices.

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*have for sale an attractive list of both small and large farms in the vicinity of Moscow, Idaho. Send postal for our descriptive list.*

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*If you are interested in Eastern Washington, or are looking for a new location, it will pay you to call on or to address us, as we are located here and have been for several years past and are perfectly familiar with this part of the country—its resources & opportunities*

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WILLAMETTE VALLEY

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Situated at the head of the far-famed Willamette Valley, 123 miles south of Portland, directly on the main line of the S. P. Railroad, and surrounded by the very best agricultural land in Oregon, is the garden spot of the most beautiful section of the state. Eugene also taps one of the finest bodies of timber in the Northwest as well as the rich Blue River and Bohemia mining districts.

Another of her natural advantages is a magnificent water power, capable of operating all kinds of manufacturing plants. The Foley and Belknap Hot Springs, famous as Health Resorts, are reached by way of Eugene.

Coupled with these natural advantages Eugene is a wide-awake progressive city of 7000 inhabitants, and is the educational center of the state, being the site of the State University. Lewis and Clark Fair visitors will find it well worth their time to pay this portion of Oregon a visit.

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FOR INFORMATION ADDRESS

Secretary of the Eugene Commercial Club  
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# MOSCOW

## The Heart

of the Great  
Palouse Country

## The Home

of  
University of Idaho  
and  
State Agricultural College

## Metropolis

of  
Northern Idaho

**T**HE PALOUSE COUNTRY is a Rolling Prairie country of rich deep black soil, with a porous clay sub-soil. It is a land of delightful climate, pure living water and sufficient rain. It is celebrated for its abundant crops of wheat and all small grains; its fine apples and other fruits; its abundant crops of timothy, clover and dry land alfalfa; its thoroughbred livestock, of which its horses, cattle, sheep and hogs are of the very best and most careful breeding. In short it may be accurately said that the country immediately surrounding Moscow represents the most strictly diversified farming district to be found in the Northwest. MOSCOW, a rapidly growing up-to-date city of over 5,000 people and the principal city of the Palouse Country, is also the gateway city of the Famous Potlatch Country, the Camas and Nez Perce Prairie, the White Pine Timber Country, and the Clearwater Mining District.

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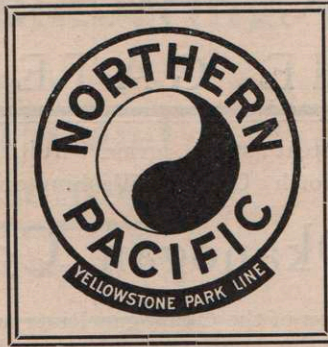
¶ To the FARMER who would increase his holdings; To the FARMER who would escape severe winters and torrid summers and live where good crops are a certainty and markets unsurpassed; To the BUSINESS MAN seeking a favorable opening where educational advantages are good, and beautiful homes and good health abound, we extend to you a cordial welcome

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## The Okanogan Country

Brewster is located at the junction of the Okanogan River with the Columbia River, 65 miles north of Wenatchee, and 6 miles above the mouth of the Methow River.

The location is the one logical location for a large city on the Upper Columbia. It is the most important navigation point for both the Columbia and Okanogan Rivers. It is a great stage centre, it receives the bulk of the business of both the fertile and diversified Methow and Okanogan River Valleys; it is a point at which all railway surveys for this country has passed, and it is practically assured that either the Spokane & Bellingham Ry. or the G. N. Ry., or both, will in the near future build through this country. Thousands of acres of semi-arid lands in this district will be reclaimed by irrigation. Private parties are working on some of these projects now, and one of the largest Government projects in Washington is known as the Okanogan project. The construction of this Government Canal is a Certainty. Considering the above, we would say that Brewster and Tributary Country offers today the Greatest Opportunity to the Young Man of energy, or to the poor man, or to the investor, of any country in the Northwest.

There are still left Homesteads, Timber Claims, Homestead Relinquishments, Desert Claims, and good agricultural lands can be bought cheap. The country needs sturdy settlers with willing hands, clear heads, and also capital to develop its great resources. And to all such a royal welcome awaits you.

For further particulars address any of the following business men of Brewster, Wash.,  
J. E. SAVAGE, General Merchant; D. S. GAMBLE, Hotel Proprietor; J. E. BASSETT.

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If you contemplate establishing any business requiring POWER, in PORTLAND or its suburbs, it will be to your advantage to talk with us before placing your orders for machinery.

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We are furnishing 20,000 horse-power to manufacturing establishments at Oregon City, and more than 15,000 horse-power is used in Portland for lighting, for manufacturing, and for operating the street railways.

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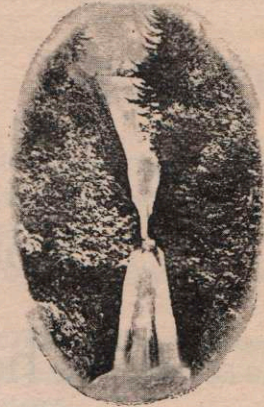
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IN EASTERN OREGON

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**E. D. CASS,  
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For further information address any of the following representative business firms of Wilson Creek :

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