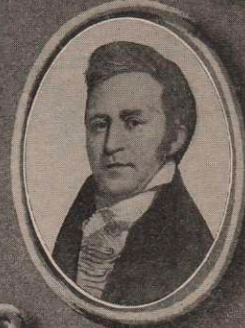


Lewis AND Clark

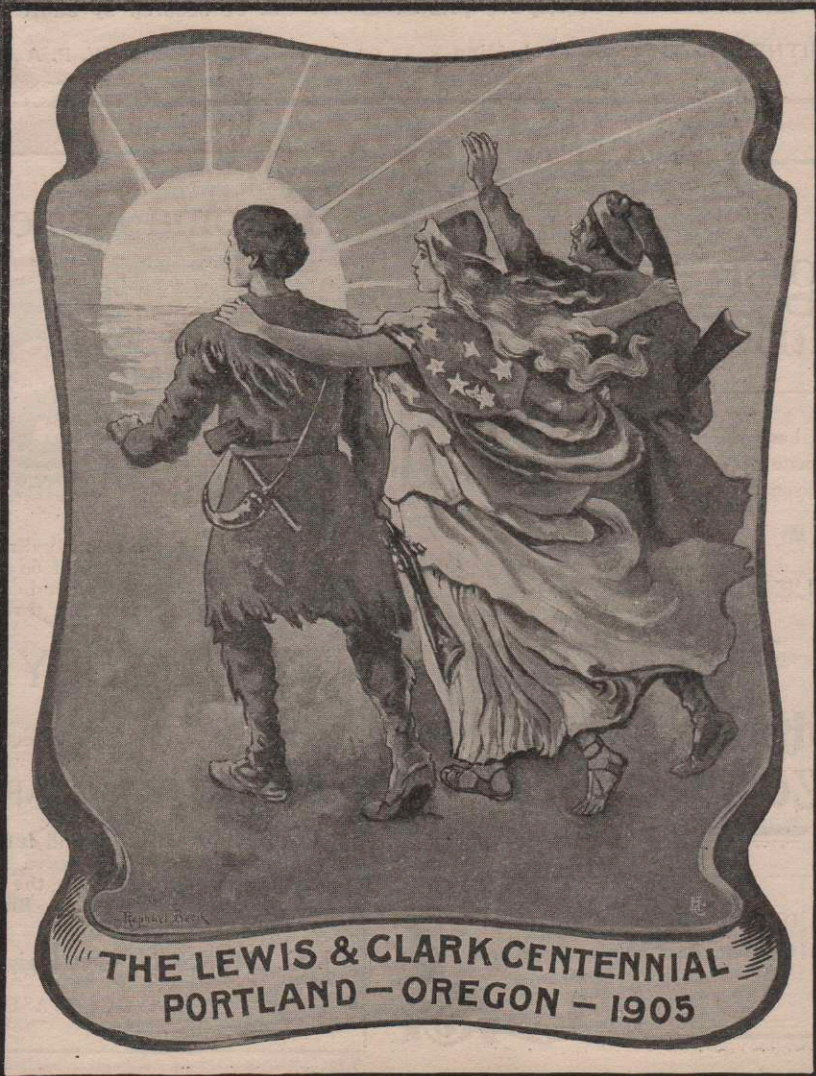


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“Portland Points the Way”

Prosperity in Portland a Result of the Lewis and Clark Exposition.

By TOM RICHARDSON, Manager Portland Commercial Club.

The month immediately following the Exposition—that is, from October 15th to November 15th—made the record for building permits in the city of Portland, 287 being issued. From February 10th to November 22nd there were 1887 permits issued, and before the Exposition many people thought that this city was building too rapidly.

Today there are twelve acres of space in the business district of Portland being covered by immense buildings. Several of these occupy a full quarter block and one is even larger than this, some are six and eight stories, one ten, another twelve and another fourteen stories in height—a substantial building activity which has seldom been equalled in the United States in cities the size and importance of Portland.

The City Directory, which is just issued, shows a population in the city of Portland of 161,205; the one preceding this showed a population of 145,250. While by no means an abnormal growth, this is certainly satisfactory.

The Lewis and Clark Exposition attracted especial and direct attention to Portland. Many thousands of visitors were here for a sufficient length of time to thoroughly investigate the city and its surroundings, as well as to become thoroughly familiar with the great territory from which Portland draws its trade. The outlook from August 1st until the close of the Exposition was good, but of course the crowning triumph and the thing which gave even the most conservative confidence in Portland's future, came as a result of the public announcement that the Northern Pacific and the Great Northern railroads would join in building into Portland by coming down the north bank of the Columbia River, added to the tremendous operations in railroad building that are to be carried on by the Harriman System.

Portland's position as an export port has been materially strengthened and she shows a greater percentage of increase this year, both in wheat and lumber, than ever before. That the people of the city, the state and the entire Pacific Northwest are determined to have a sufficient depth of water over the bar at the mouth of the Columbia gives home and outside investors a confidence that has not been felt before.

The giving of a successful Exposition showed that Portland had left the class of ultra-conservative cities and entered herself among the leaders in progressive movements. The fact that this city showed a larger percentage of increase in her postal receipts than any other cities, that her bank clearings are growing, has come to the

knowledge not only of people who reside in this city, but is commonly known to the people of the entire United States. A majority of the leading mercantile establishments in all lines are arranging to enlarge their business, and new firms are entering the field. The same is true with regard to a great many of the factories located in the city and its suburbs.

I join in the belief held by many people that the Exposition served the great purpose of having Portland people become acquainted with themselves and with their possibilities. Citizens of Portland who had traveled were aware that the location and surroundings of this city are superior to those of any other city in America, but those who had not traveled heard this statement so frequently from visitors from all sections of our country that they could not help but believe it.

As a port of importance, we must have as deep water as is available at other great ports, and we're going to get it. There is a spirit in Portland now that won't stand being made light of. This is a great port—freighters carrying from 10,000 to 12,000 tons and drawing 26 feet, go out over the bar at the lowest stage of water, for through the enterprise and liberality of Portland, assisted by the United States Government, ten feet have been added to the depth in the channel and over the bar since this city became a shipping point of international importance.

The output of lumber from the Portland mills this year will exceed 450,000,000 feet, and the State of Oregon produces more than three times that amount. Ten years ago the output of the state was no more than half of Portland today, and in 1895 the Portland mills were only credited with 124,000,000 feet. No utterance that has been made in recent years means so much for Portland as the statement of Mr. James J. Hill, President of the Great Northern Railroad, that one acre of good timber is equal to 180 acres of wheat from a traffic standpoint.

Nineteen hundred and five has been a great year for the fruit and dairy interests. The sheep men have prospered. Every city and town in the state is growing. Portland, situated at the juncture of the two most important commercial rivers between the Mississippi River and the Pacific Ocean, only needed investigation. She has enjoyed that this summer and her tremendous growth is only beginning. Active business men who have made successes in many sections of the United States have determined to come to the Pacific Northwest to make their permanent home, because they felt that in addition to a splendid cli-



Portland, Oregon, with Mount Hood in the distance.

mate this section is bound to have a greater percentage of development within the next twenty years than any other portion of our country.

The Exposition as a vehicle for advertising could not be improved upon. It has given Portland people confidence in themselves, it has made the country more familiar with her resources. The ultra-conservative man who thought he was going to get bargains after the Fair has been disappointed—he sees now that he has made a mistake—he sees now that great railroad systems are heading for the

Pacific Northwest and that all are bound to come to Portland, for the physical advantages to transportation are more favorable to this city than to any other on the Pacific Coast. The Exposition was an eye-opener. Real estate transactions were never more active than at present—the people of the State of Oregon are united as never before, there is universal acknowledgment of Portland's prominence as the metropolis and chief market and leading port of the Pacific Northwest, and she certainly "points the way."

Salt Lake to Catalina Island

A New Route of Beauty and Interest, Which Has But Recently Been Opened to Travel.

It is a popular illusion that a trip through Utah and Nevada is a tiresome one, owing to the flat and uninteresting desert, but this has lately been proven false by the many tourists who have made the journey from Salt Lake to Los Angeles by way of the Salt Lake route—a new road but recently opened.

Salt Lake itself abounds in points of interest and beauty. Chief among these of course is the great dead sea, Salt Lake, where the density of the water is such that the swimmer floats without the least effort on his part. The salt palace, the Mormon Temple and Tabernacle, the hot baths and many points of like interest, claim the attention of the sightseer on every hand.

Leaving the great Mormon city the traveler is soon traversing the mining districts of Utah and Nevada, where hourly may be noted the many picturesque scenes which make life in these sections so full of interest.

A historic point of much interest is passed at Rox, Nevada, where the pictured rocks are plainly visible. Historians date these writings as early as 1540, as they are commonly thought to be a record of the Spanish expedition to Colorado. The hieroglyphics are those of the ancient Indians and represent various signs of the Zodiacs, as well as animals, birds, etc., and cover a space of two or three hundred feet.

Now again the traveler finds himself among the mining camps, and may catch a glimpse of the great 16-horse teams departing for interior camps, or coming in loaded with the rich ore from the distant goldfields of marvelous wealth being opened up so rapidly. And now the ascent begins to Cajon Pass, where the first glimpse of the beautiful, fertile San Bernardino valley is caught. Here are rich orange groves to gladden the eye, and every breeze wafts fragrance; every mile opens up new and incomparable scenes of beauty, and the weary traveler feels that this is paradise indeed. On either side spreads grove after grove of the beautiful orange trees freighted with blossoms and fruit, and in the distance snow-capped mountains stand as hoary sentinels. It is a picture which once seen is never forgotten.

Los Angeles is so full of interest it is hard for the traveler to leave, but there are new beauties to explore. The mighty Pacific, only a few miles away, affords varied scenes totally unlike any other ocean beach. Here the surf bathing is delightful the year round. Pacific indeed are the waters that gently lap the sandy beaches which are dotted every few miles with resorts entirely different from those of the Atlantic shore, as each is a bit of a picturesque village, charmingly distinctive in its attractions.

Twenty miles away is Catalina Island, the wonderful, the beautiful. Soft airs, skies and blue waters all belong of right to this magic isle. Not a note is lacking to its natural perfectness. It has the beauty of an everlasting June. Such an island is nowhere else to be found. And the water is quiet, clear as crystal, and tropically rich. Glass bottom boats are to be had and a few hours on the water in one of them will prove an experience entirely new. The wonderful gardens of the sea afford pictures not to be duplicated anywhere on the land. The waters abound in fish of many varieties, and a devotee of the rod and reel

may find choice sport here the year 'round. The island, too, is rich in scenic beauties, and all that wealth and good taste can devise adds to the charm of this most charming island.

One naturally wonders at the symbol or emblem adopted by this Salt Lake route. It is an Indian arrow head, and was chosen by the officials of this road from the marvelous pre-historic land mark, known as the arrowhead, demarkated on the mountain side some six miles from San Bernardino, California. By actual measurement, the Arrowhead is 1375 feet long, and 449 feet wide, comprising an area of $7\frac{1}{2}$ acres, and the material of which it is composed is different in formation from adjacent parts of the mountain, consisting chiefly of disintegrated white quartz, and light gray granite, and supporting a growth of short white sage and weeds. This lighter vegetation shows in sharp contrast to the dark green growth of surrounding chaparral, and grease-wood. Not a few believe that this natural mark was made by a mountain cloudburst. A great volume of water was supposed to have struck the earth at the top of the arrow, and rushing down formed the shank, then obstructed by some accumulated mass of debris, it overflowed on each side and advanced with terrific force, until this overflow was confined by entering the wedge-shaped configuration upon the mountain side, and the point of the arrow was shaped.

The primitive savage, thoroughly steeped in superstitious lore, invariably associated the Great Spirit with the production of any unusual natural phenomena, hence from the descendants of the Coahuia Indian inhabitants of the San Bernardino valley, comes this explanation of the origin of the Arrowhead.

In the days of long ago, the Coahuias dwelt across the mountains to the eastward near the San Luis Rey Mission. Now, although of a peace loving disposition, they were continually harrassed by their warlike neighbors, who stole their ponies, devastated their fields and burned their jacales. Thus, for many years, they lived unhappy and in constant fear, until at last the persecutions could no longer be endured, and at command of their chief, the tribesmen gathered in council for the purpose of calling upon the God of Peace, to assist and direct them to another country, where they might acquire a quiet home land. Impressive incantations and ceremonial songs of peace were performed under the direction of the chief medicine men. Now being a gentle people, so the tale runs, they found special favor with the Great Spirit, by whom they were directed to travel westward, and instructed that they would be guided to their new home by a fiery arrow, for which they must be constantly watching. Accordingly the tribe started upon the journey and one moonless night when the camp sentries had been posted with usual injunctions to be watchful, there appeared across the vault of heaven, a blazing arrow, which took a course westward, settling upon the mountain, where the shaft was consumed in flame, but the head imbedded itself clear-cut, in the mountain side. The camp was aroused, and while yet the morning star hung jewel like in the sky, and a faint gleam of light in the east, heralded the approach of day, they resumed their journey to the promised land, under the shadow of the mountain, where they located and lived in peaceful contentment until the coming of the white settler.

Diversified Farming in Oregon, Washington and Idaho

By RINALDO M. HALL.

An era of diversified farming is dawning in many sections of the Pacific Northwest, and the tillers of the soil and homebuilders are reaping wonderful harvests. The whole of Western Oregon, the valleys and irrigated sections of Eastern and Southern Oregon, Eastern Washington and Northern Idaho are unsurpassed for diversified agriculture. The rapid influx of new settlers from the East and Middle West, with advanced ideas of diversified agriculture, is causing a great change in methods and aims, for these sections enjoy a wide range of plant growth, every class of vegetation found in the temperate zone growing luxuriantly here. The cereals, including corn, alfalfa, clover, vetch, practically all of the domestic grasses, rape, cabbage, mangels, sugar beets, carrots, etc., thrive remarkably well.

Nature has especially equipped Oregon with all the attributes of a veritable oasis for the small farmer. The soil, topography, climate and abundance of pure water combine to make ideal conditions for diversified farming. Forty acres, well managed, will yield an income of from one to two thousand dollars annually. No section of our commonwealth offers a safer or surer reward for well directed industry in diversified agriculture than does Oregon, and thousands of acres heretofore devoted to the raising of wheat and other cereals have been seeded to orchard and meadow grasses, and the feeding of cattle, sheep and hogs has, in many cases, taken the place of exclusive grain-farming in whole or in part. In several instances breeding farms are being developed, and certain standard breeds of stock are raised, with the aim of improving the grades, and the year's receipts in each case show a handsome margin of profit.

With the cutting up of these large thousand acre wheat farms into smaller ones and with the decreasing range upon which large herds of cattle were formerly pastured, the farmer finds it necessary to turn his attention to other profitable branches that can be handled on a smaller scale. As evidence of this, over 7,000 acres of tame grass have been seeded during the past five years within a radius of ten miles of Pullman, Washington, indicating another step in the direction of more general diversified farming in what has been an exclusive wheat country, marking the opening of an era of stock farming and the beginning of the day of small farms and more homes. In the Willamette valley the turn toward diversified farming in the broad sense of the term is very marked.

To illustrate the possible attainments of the field, James Withycombe, director and agriculturist of the Oregon Agricultural College, Corvallis, Oregon, cites the fact that Atkinson Brothers, Newberg, Oregon, have 330 acres of land, 125 acres of which are under cultivation. Their sales for the year were as follows: Butter, \$2,100.50; cattle, \$800; hogs, \$1,100; turkeys, \$425.10; chickens and eggs, \$40.35; goats and mohair, \$260; horses, \$490; total sales, \$5,215.95. They also report that the inventory of stock at the end of the year was over \$800 more than it was at the beginning, thus virtually showing a gross annual income from 125 acres of cultivated land and 205 acres of wood land pasture to be \$6,015.95.

Many examples of equally as good financial results could be given of farmers who have grown general farm crops, thus demonstrating that a few acres well tilled will not only yield sufficient revenue to supply the common necessities of a farm home, but would be ample to supply even luxuries, including a higher education for the family, and to maintain a modern rural home. At May Park, Union County, Oregon, Elbert Helmer made the following sales in a single year from a five-acre tract: Gooseberries, \$25; strawberries, \$17.50; cherries and raspberries, \$39.45; apricots and peach plums, \$12.50; pears, \$21.15; peaches, \$25.50; eggs, \$46.85; butter, \$24.55; apples, \$1,200; carrots, \$25; hogs, \$25.65; total, \$1,460.15.

While corn has not been extensively grown in the Pacific Northwest, the success of those who raise it has been so great that the acreage each year is much larger. About thirty bushels of corn to the acre is grown in Umatilla

County, Oregon, and there were 4,000 acres of this grain last year along the line of the Oregon Railroad & Navigation Company between Adams, Oregon, and Garfield, Washington. The corn output in the Athena, Oregon, neighborhood was 30,000 bushels from 1,000 acres. The variety raised is mainly the Dakota Yellow Dent, bringing 50 cents per bushel. T. J. Kirk, of Athena, states that the growing of corn in the Athena country is a coming industry, and that in a few years many of the hills now barren during the periods of fallowing will be a waving mass of green while the land rests for another crop of wheat. A. A. Porter, of Canby, Oregon, says broom corn can be profitably grown anywhere in the state. As an experiment, he planted one-fourth of an acre, from which he cleared about \$20.

Thousands of dollars are annually sent out of Oregon for products that can be produced at a handsome profit on the small farm. The poultry and egg business offers great inducements. Several months in the year 45 cents a dozen is obtained for fresh eggs by poultry farmers. The lowest wholesale price for strictly fresh eggs is about 20 cents a dozen. Customers clamor to contract fresh eggs at an annual rate of 30 to 35 cents a dozen. Eggs produced in Illinois and Iowa in the spring and summer come into Portland, Spokane and other cities by the carload, despite the fact that practical experience has taught that laying hens will pay from \$2 to \$3 each in net profit from eggs alone. C. D. Minton, editor of the Northwest Poultry Journal, is authority for the statement that, taken as a whole, the greater part of Oregon has ideal climatic conditions for poultry raising. In the western portion of the state, where the rainfall is the greatest, the climate is exceedingly mild; in the eastern portion, where it is more rigorous, it is dry. The wet weather is in the winter when there is nothing being done in the incubation part of poultry rearing, and hence the wet weather is not a serious impediment in poultry raising. The hatching season is past usually by the first of May, and the rainy season is also over by that time, leaving the best months of the year for the young stock to grow and thrive.

The soil and climate in many sections of Oregon and Eastern Washington is particularly adapted to the growing of English walnuts, demonstrating that an extensive and profitable branch of nut raising may be established. Two trees near Clarkston, Washington, last year produced 450 pounds of nuts, which brought 15¼ cents a pound, or \$68.60. The quality of the nut is excellent, equaling the California product. With trees set 30 feet apart, a five-acre tract could easily accommodate 250 trees, and on an earning basis of \$34.30 to the tree, the income would be \$8,575, or \$1,715 per acre. Thomas Prince, of Dundee, Oregon, has a large number of trees, and realizes a handsome profit from his investment.

Near Medford, Oregon, is the almond orchard of W. S. Clay. There are 35 acres in almonds 10 years old, and the trees have been bearing for five years. The crop last year was good, about 140 sacks of 60 pounds each, which sold for 12½ cents per pound. It is estimated that the 1905 crop will be double that of last year. The almonds from this orchard won the gold medal at the Pan-American.

The attempts of the United States government to show that a cranberry fit to eat will grow anywhere else except on Cape Cod has amounted to an almost deadly insult to the pride of Massachusetts, but more serious still is the statement by the Department of Agriculture that while Cape Cod cranberry bogs yield 117 bushels of cranberries per acre, Oregon bogs have produced 119 bushels per acre. Connecticut produces 25 bushels per acre, Wisconsin 19, and New York 96. Cranberries are also grown in Washington, near the mouth of the Columbia River. With a capital stock of \$50,000, the Pacific Cranberry Company has purchased 1,800 acres on Shoalwater bay. Less than 100 acres of the tract are under cultivation at present, but experiments have demonstrated that cranberries can be successfully cultivated at that point, large yields per acre having been produced.

The Queen of the Inland Empire

An "Open River to the Sea" Will Bring Added Prosperity to Lewiston-Clarkston.

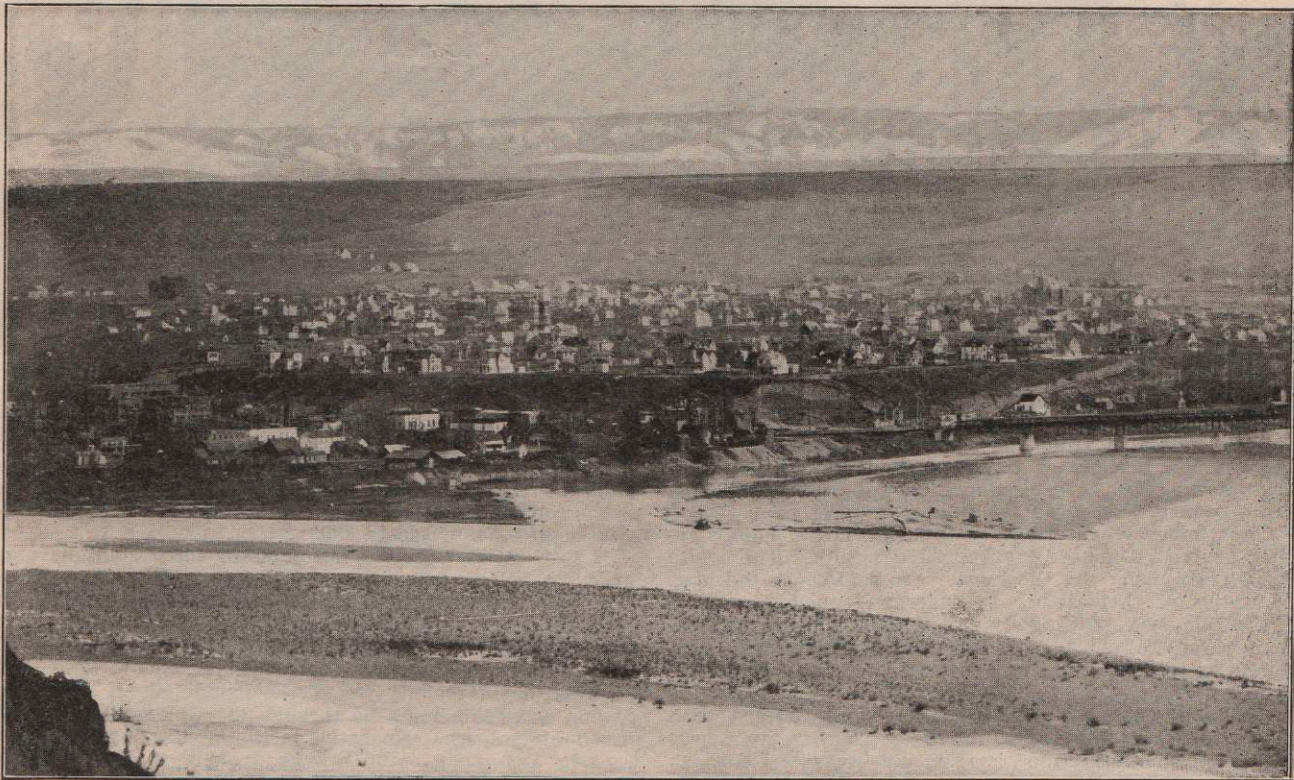
Just now when business men, promoters, newspapers, and all others interested are clamoring for an open river to the sea, and for the improvement of the upper Columbia, anxious eyes are turning to Lewiston, Idaho, the queen city of the great Inland Empire, and her twin sister, Clarkston, Washington. On opposite banks of the Snake River and connected by a magnificent steel bridge, Lewiston and Clarkston virtually form one city, and will be treated as such in this sketch.

They stand at the head of what in time will be the open river, and are truly the gateway to the marvelously rich interior.

Situated in a deep, rich, broad valley, at the juncture of two important rivers, the Snake and Clearwater, on the only water grade from the rocky mountains to the Pacific Ocean, through the vast inter-mountain plateau, and at the only broadening of the canyon for hundreds of miles, Lewiston-Clarkston is the key to the Pacific North-

That this alertness is a fact is proven by a glance over the history made by these young cities during the past year.

Lewiston was founded on the spot where those intrepid explorers—whose names they bear, Lewis and Clark—camped a hundred years ago. In 1861 a trading post and gold camp was established by the Oregon Steam & Navigation Company. For years all resources but minerals were neglected and the fortunes of the little settlement fluctuated as do those of most mining camps, but gradually home-builders took the place of transient gold-seekers—permanent business relations were established and the real wealth of the country began to be developed. However, the little town grew slowly—cut off as it was from communication with the outside world except for the river; and obstacles made that impossible of navigation into the territory necessary to be reached to market their products. In 1898 this was all changed by the



Lewiston, Idaho—The Queen of the Inland Empire.

west, the gateway to the ocean from the vast inland plateaus. With the opening of the river, for which Portland, Lewiston-Clarkston and all the intervening territory are making a strong and concerted effort—and with "40 feet of water at the mouth of the Columbia"—which is the slogan of Portland at present, the vast and almost incomprehensible richness of the Inland Empire will be rapidly developed. A great influx of immigration is inevitable, thousands of new homes will be established, fortunes wrested from the rich soil, the vast forest, the unnumbered hidden mines, and all this, which is no idle or impossible dream will infuse new and vigorous life into the twin cities, which even now are alert and eagerly grasping every opportunity to grow and proclaim to the world at large the opportunities within the reach of those who will cast their lot with them.

building of a branch of the Northern Pacific line into the city, and since then the growth of the place has been truly phenomenal. A State normal school, many churches, private academies, a number of the largest mercantile houses in the State, three banks, as many newspapers, a finely equipped hospital and various mills and factories afford all facilities for permanent and pleasant residence for 7,000 people, while those advantages of an up-to-date city—excellent water and electric light and sewerage systems—add to the comfort of the population. Lewiston ranks as one of the richest cities in the Northwest; all that is said of Lewiston may well be applied to Clarkston, except that the latter is a newer city, but her growth has been even more rapid.

Climatic conditions here are admirable, the surrounding mountains serve to protect from the rigors of winter

suffered by the exposed sections to the east and north, and the unbearable summer heat experienced further south is unknown here.

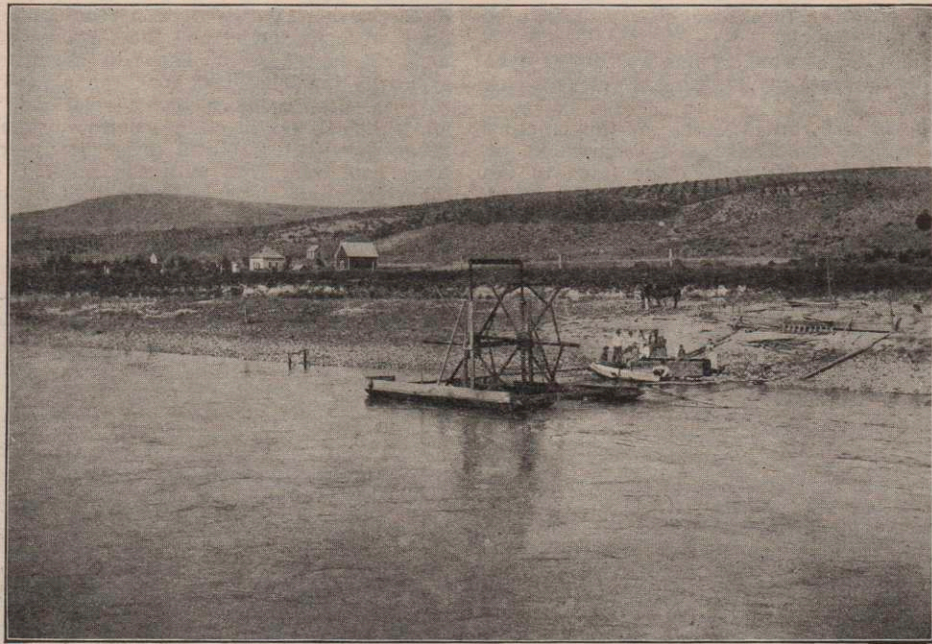
But there are better and more potent reasons than situation and climate for the rapid strides made by the community in question during the past few years. The remarkable fertility of the soil in all the country naturally tributary to the twin cities, may be set down as the most important.

The vast acreage devoted to grain raising and the enormous yield per acre is a source of great wealth; how great

that the outside world knows of the incomparable opportunities to be found in Lewiston-Clarkston and the territory contiguous thereto.

Prominent among these is the Lewiston-Clarkston Company composed of enterprising men who are doing much for the upbuilding of the two cities. The Commercial Club of Lewiston also do much to bring before the world at large the possibilities of the favored section.

The call goes forth to the crowded East, to the blizzard swept Middle West, to the sun baked South, come, here is room and a welcome for such as are willing to put their might and brain into the making of a new home, of



Fishwheel near Clarkston, Washington.

may be estimated from the fact that between fifty and sixty million bushels of wheat, as well as quantities of other grains, are yearly produced on the great table lands of the country known as the Inland Empire.

The timber lands tributary to these cities supply another source of almost inexhaustible wealth. The white pine forests along the Clearwater are said to be the largest bodies of that timber in America—comprising some nine billion feet. Ultimately this timber must all be marketed through Lewiston-Clarkston, they being most convenient as well as affording adequate booming and storage facilities.

These bequests of a beneficent nature coupled with the wonderful mineral wealth of the section, assure Lewiston-Clarkston of continued growth and prosperity through many years to come.

There are men who are making it their business to see

a fortune, and the development of the wonderfully blest Inland Empire. No clarion call could ring truer and to no place is it more applicable than the Inland Empire than is the following excerpt from a speech by President Roosevelt in San Francisco in 1903:

“ * * * It behooves all men of lofty soul, fit and proud to belong to a mighty nation, to see to it that we keep our position in the world; for our proper place is with the great expanding peoples, with the people that dare to be great, that accept with confidence a place of leadership in the world. All our people should take that position, but especially you of the Pacific Slope, for much of our expansion must go through the Golden Gate. And inevitably you who are seated on the Pacific must take the lead in and must profit by the growth of American influence along the coasts and among the islands of that mighty ocean, where East and West finally become one.”

Japan Bids for Manufacturing Industries

The Ambitions of the Island Empire People Reflected in a Native Magazine.

Japan's industries and inducements to foreign manufactures are better understood in England than America. The Mikado's Kingdom is an inviting field for development. The people are ambitious. Opportunities for business are dealt with in a magazine of information published by Issa Tanimura, at Tokio, Japan. Mr. Tanimura recently completed a tour of the world, in the course of which he paid considerable attention to commercial matters. Following

is what he says regarding manufacturing enterprises in that country:

“Opportunities can here be obtained by the foreign manufacturers who desire to invest their money and labor in factories superior to their own countries for the reason that the cost of living and production is lower. Our government is solid, laws generous, people born artistic, air homogeneous, winter short, summer moderate, sur-

roundings clean, provisions wholesome, prices of fuel reasonable, harbors rich, and from the sources of rivulets and cataracts there is abundant supply of natural water power available for manufacturing of any kind. Furthermore, as the country is located at a focal point of the Orient, the lines of steamships connecting the principal foreign ports center here.

"We have to speak of a beautiful country with a population of nearly 50,000,000 people, which stand in the midst of 5,000 postoffices, 2,500 telephones, 60,000 miles of telegraphs, 4,000 miles of railways, 1,000 steamers, and 400 sailing vessels, owned by the government and privates to facilitate the communications. At the same time, those young graduates from native schools and colleges are always ready to meet one's requirements in the interpretation of foreign languages.

"The manufacturers who come here will find every thing at hand for the successful furtherance of their enterprises.

"The working process of our mines are up to date with equipment of steel-gear shafts, huge chutes, immense furnaces, power stations, electrical apparatus, and all the latest improved machinery and apparatus associated with the smelting and refining under a notable development. Although all the species of the minerals could be easily traced throughout our mines, coals and coppers are the chief products of which the former indicates the output of 10,000,000 tons annually. Japanese antimony and sulphur are also widely advertised. The aggregate sum of yen 1,000,000,000 of native capital has been invested to mining.

"There are now thirty-five silk, cotton, wool, and hemp mills in the empire, which embrace the capital of about yen 45,000,000.

"The following concerns are noteworthy: "Kanegafuchi," for cotton with the capital of yen 5,800,000; "Kenshi," silk, yen 3,400,000; "Fuji Boseki," cotton and silk, yen 2,600,000; "Tokyo Gas Boseki," cotton, yen 2,000,000; "Nippon Boseki," cotton, yen 2,000,000; "Nippon Seima," hemp, yen 2,000,000; "Miye Boseki," cotton, yen 2,000,000; "Kaneikin Seishoku," cotton, yen 2,000,000; "Osaka Godo," cotton, yen 1,600,000; "Osaka Boseki," cotton, yen 1,600,000; "Hokkaido Seima," Hema, yen 1,600,000; "Settsu Boseki," cotton, yen 1,500,000; "Owari Boseki," cotton, yen 1,200,000; "Amagaski Boseki," cotton, yen 1,000,000; "Mouslane," Boshoku," wool, yen 1,000,000; "Tokyo Mouslane," wool, yen 1,000,000; "Tokyo Seijew," wool, yen 1,000,000;

paying the annual dividends from five to twenty per cent per share. Besides, the shipbuildings, with the capitalization of yen 10,500,000; paper mills of yen 4,800,000; petroleum-Wells of Yen 7,000,000; sugar refineries of yen 5,500,000; beer breweries of yen 4,000,000; coal mines of yen 2,600,000; chemical works of yen 2,300,000; together with rice mills, ice-making, printing, iron foundries, machine shops, cement works, flour, brick, rope, etc., are also profitable undertakings.

"Our manufactures for exports during 1905 were yen 180,000,000, of which the principal product is raw silk producing a yield worth yen 1,000,000,000. Silk as well as cotton tissues come next. Matches, matings, straw-plaits, porcelains and earthen wares, cigarettes, umbrellas, papers, lacquered wares, cloissone pottery, bronze wares, embroideries, tapestries, ivory carvings, etc., are usually counted as our popular exports. Among the imports, which amounted to yen 1,000,000,000, the following shall be named as principal articles: Cotton yarns, cotton tissues, woolen cloths, machinery, locomotives, engines, steam vessels, zinc, lead and iron sheets, rails, tools, nails, pipes, tubes, papers, leathers, kerosene oils, sugars, flours, aniline dyes, glassware, etc.

"The foreign tourists to this country, traversing the cities and towns, gain a knowledge of our manufacturing establishments that would be a credit to any country in Asia. There remains ample room to welcome any who may propose to utilize this fertile field as the seat of operations.

"The question might be asked what can be made to advantage here in Japan? The simplest answer and a true one is "everything"!

"The thrifty population throughout the empire co-operates in all measures that will entertain the foreign manufacturers or capitalists with satisfactory dividends paid upon a sound security.

"A little while ago, there was no idea held of Japan by any European or American nation more than that she was just an interesting little people, but not for a moment to be thought of as a primary influence in world-industries. Looking back toward those extraordinary exhibits displayed at Chicago, Paris, St. Louis and Portland, already much has been accomplished and there is no reason why Japan should not become one of the greatest industrial centers of the universe. Our market is so near and so extensive, and what our warriors are doing at the front could also be revealed by our artisans toward the industries of peace."

China Will Prove a Good Customer

Trade With the Flowery Kingdom Will Greatly Benefit the Pacific Coast States.

Development and expansion of China within the next few years will, it is certain, make a deep impression upon the world's trade. In this era the Pacific Coast States will have a leading part. Our products are rapidly being assimilated by Asiatic millions.

However, there is talk of the "yellow peril." China has great iron and coal deposits and other resources that capital in the future will eagerly seek. It has been held that the development of these resources will work a detriment to the Western States. This is fallacy. Time was, not so very long ago, that the idea of selling flour to the Oriental peoples was laughed at, because, among other reasons, it was thought in this country the Chinese and Japanese ate rice only. But Louisiana rice is of so much superior quality to their own that it is imported by them in great quantities and at the same time the flour export trade of the Coast is steadily increasing as its uses are learned by the Chinese.

An intelligent Chinese, connected with the maritime customs of that empire, in an official report, deals with this subject, to this effect: "The development of industrial enterprises, the extension of railways and the exploitation of the mineral resources of the country are likely to have important effects upon trade in the near future. Industry

leads to wealth, and wealth brings demands for goods. It is surprising that the prophecy should sometimes be heard that the Chinese will import less as they manufacture more. Experience teaches that the contrary is invariably the case."

It is strange that the myth of the peril of the civilized awakening of China should persist in the fact of the world's experience with awakened Japan. That island empire started in her present commercial career in 1878. In old Japan the merchant and trader was frowned upon. The soldier was in the highest class. The merchant was one of the lowest. This ancient classification had to be overcome and the Japanese merchant had to fight his way up in the esteem of his own country. In 1878 the total foreign commerce of Japan amounted to 60,000,000 yen. In twenty years it rose to 400,000,000 yen. In 1903 Japanese imports from the United States alone amounted to 50,000,000, nearly equaling the entire foreign trade of that country in 1878. Our trade with Japan increased thirty fold in twenty years. Now suppose that China takes on the same transformation as Japan, and instead of the trade of 48,000,000 of people the world enter trade with the 420,000,000 of Chinese, it will be seen that the yellow peril to commerce is a creation of the imagination.

Tourists Side-Journeys Out of Portland

Tourists to Portland invariably remark the number of delightful side trips to and through enjoyable places in close proximity to this city. The scenic wonders that may be visited well within the limited time the average visitor has at his disposal may be reached within a day's journey. A majority of the little journeys can be made, round trip, in one day. For a visit to the crest of Mount Hood, two days are necessary in order to enjoy it to the fullest.

Notable among the various little trips about Portland is the one up the Columbia River, that marvelous stream, in which the phrase, "Where Rolls the Oregon," finds its inception. The trip may be made to the Cascade Locks and return in a day, or, to The Dalles and return in two days, but this, of course, is entirely optional with the visitor.

Leaving Portland at 7 o'clock in the morning aboard one of the Columbia River steamers, for a short but enjoyable twelve miles, the visitor is carried down the smooth-surfaced Willamette, the tributary to the Columbia which runs through Portland.

The ride through the harbor is always crowded with interest. On either side of the river until St. Johns is reached may be seen the magnificent activities of commerce of rail and water. There are miles of wharves and docks and warehouses along which lie a fleet of deep-sea vessels, loading and unloading. In one comprehensive glance one is apprised of the exchange of the commodities of the West and the Orient. Grain, flour, lumber, fish, cotton from the south and other products are going into the holds of the vessels. There are sawmills, flour mills, elevators, manufactories, warehouses, refineries and storage tanks, ship-building yards—all seething with the restless energy of commercial progress.

An abrupt turn is made and the steamer plunges its nose into a seemingly maddened torrent, leaping forth like a wild thing freed from a leash, roaring dolorously as it tumbles toward the sea—the mighty Columbia. For a hundred miles, the visitor may travel this marvelous stream and drink in the grandeur and diversities of scenic beauty that abound as nowhere else on this continent.

For awhile the steamer plows along between verdure-clad foothills and vast areas of golden grain blending ideally; and on all sides, at distances ranging from 50 to 150 miles, rising thousands of feet above the lowly foothills, are snow-capped peaks, their immaculate summits scintillating like myriads of gems; silent sentinels watching over one of Nature's most beautiful creations, the "Valley of the Columbia."

The channel narrows and the varied colors of the lowlands give way to grey, stern and awe-inspiring cliffs and mighty mountains dropping abruptly to the river bed. The current becomes swifter, but does not deter the sturdy steamer. Occasionally may be seen a beautiful waterfall plunging hundreds of feet down the hoary cliff-side, and dashing spray over the rich-hued foliage that flourishes by its side. Such a trip is that up the Columbia.

* * *

One may well tarry a while at the Cascade Locks. Amid the mighty cliffs that bound the narrow channel of the Columbia are located the Cascades. Gazing at the great black mountains, their crevices, crags and snow-capped summits, mental pictures are drawn of Switzerland and the Alps, and

"Dawning on the wond'ring sight,
A wall of water, gleaming white,"

the Cascades, tumbling madly over great rocks and foaming furiously as they make their fearful run, offer one of the most inspiring sights that may ever come within the tourist's vision.

* * *

A little journey to be made from Portland in a day or two, to the summit of Mt. Hood, a lofty peak 11,225 feet high, its summit perpetually clad with snow, not only is as equally fascinating as the Columbia River pilgrimage, but offers all the thrills of an Alpine climb. In this land

in which mountain grandeur abounds, the trip is the most coveted of any, and every precaution has been taken to make it safe for even the most timid.

Leaving Portland of an afternoon by train, one is whisked 80 miles through an attractive agricultural district to Hood River, where the night is passed. Arising early, the visitor is driven in a comfortable stage drawn by six horses, along a splendidly constructed mountain road, through peaceful valleys, prolific with emblazoned fields, thriving orchards and prosperous-looking homes. Ere he realizes that the coach has been constantly taking gradual grades, the traveler finds himself at Cloud Cap Inn, at an elevation of 6,800 feet and situated on the northwestern slope of the mountain.

Veritably built into the mountain side and of rustic construction, Cloud Cap Inn offers the rarest of rare retreats and possesses an originality of allurements peculiarly its own.

From the Inn it seems that the summit of Mt. Hood is but a step. As a matter of fact, it is four miles, and hard climbing must be endured before the visitor may stand upon the lofty eminence. For three miles the walk is made over country entirely free from snow, a number of marvelous glaciers being passed on the way. Within 900 feet of the summit, snow and ice are encountered, and the visitor must possess both physical energy and a clear head as well as the alpenstock. The summit reached, the reward more than recompenses the effort. Far to the north, 150 miles away, may be seen Mt. Rainier; 90 miles nearer is Mt. Adams, and to the left is Mt. St. Helens; and thousands of feet below spreads the blue Columbia and its vari-hued valley. Merely another "Little Journey about Portland."

* * *

While the visitor revels in the scenic surprises of the upper Columbia and the mountains, it is not inappropriate to remind him that a scant 100 miles west, another little journey may be taken in a day, to the coast, where the broad Pacific laps Oregon's shores. The lower Columbia gracefully winds its way thro' a region of forest-covered hills, the spectre-like trunks of tall firs, spruces and cedars, crowned with the deepest of greens and lending pleasing contrast to the azure hue of the heavens. The Hudson is not more entrancing than the lower Columbia. The river is beautiful, the scenery is beautiful and a pleasing blend of salt air and the pleasing odor of pine and fir offers an atmosphere that may not be equaled.

Points of historic interest are seen almost every mile. Coffin Rock, a huge and rugged formation near the Washington shore, is seen immediately after passing Kalama. Fleeting glimpses are caught of Mt. St. Helens as the boat turns this and that way on its run down the Columbia. Saddle Mountain, an odd-shaped ridge, is seen, as well as divers other peaks, rocks, crags and caves.

The majestic sweep of the river is wonderfully fascinating, and reluctantly the visitor bids adieu to the marvelous scenic surprises of the Lower Columbia as the steamer ties up at the wharf in Astoria, 100 miles from Portland.

Astoria abounds in interesting side trips well worth taking, which do not require more than an hour or two, a half day at the most. Astoria is situated on the Oregon side of the Columbia River very near its mouth. The country is low and level and here the government is constructing a jetty, five miles long and costing more than \$4,000,000. Fort Stevens stands at the shore end of the jetty. On the Washington side of the mouth is located Fort Canby, a military post occupying a commanding position where river and ocean meet. Here also may be seen Fort Canby lighthouse, rising 232 feet above sea level. Two miles to the northward is North Head lighthouse, jutting far out into the sea.

* * *

Still another little journey out of Portland is that to North Beach, Wash., a seaside resort that compares favorably with the greatest watering places in the world. The

(Continued on page 11)

The Lewis and Clark Journal

THE OFFICIAL BULLETIN OF THE LEWIS AND CLARK CENTENNIAL EXPOSITION

ISSUED MONTHLY BY

The Lewis and Clark Publishing Company

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J. D. M. ABBOTT, Manager

Edited by D. CURTIS FREEMAN

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Vol. 4 Portland, Oregon, December, 1905 No. 6

WHAT FAIR DID FOR PORTLAND

(From the American Lumberman, Chicago.)

The "fair" in this case means the Lewis and Clark Centennial Exposition, which gloriously held forth at Portland this year and which acted as a magnet, attracting to the country west of the Cascades people not only from all parts of the United States, but from all over the world. Apparently the people of this country have reached a high stage of industrial and commercial being. At one time it was generally expected that a great celebration, such as had been held in many of the large cities of this country, did a plenty, and then some, for the city in which it was for the time being domiciled. While this was true in respect to many of the past events, it was usually thought that the ultimate good would more than outweigh the depression of the "morning after."

In the case of Portland, however, and this was true in reference to the St. Louis and Omaha celebrations, there was no deep, dark-brown taste the next day. Portland—rather the north Pacific Coast—awoke the next morning with a clear head, a normal pulse and a healthy desire to keep up the pace. The Lewis and Clark Exposition probably did more toward educating the people of the north-western Pacific Coast to the mutuality of their interests than it did in attracting outside people and capital, though the report has gone forth that this is the first year that other than local talent and money has been used in developing, continuing and enlarging the scope of Portland enterprises.

The average sojourner on the Pacific Coast probably has been impressed by what some have termed the provincial rivalry between the important cities. The term probably was well chosen, because with a better understanding it is fast dying out. Local pride there always will be, of course, but in the future it promises to be a proper respect for and interest in the city in which the individual resides or does business, rather than a dog in the manger policy of everything for home or nothing at all. The people of the various Coast cities now have decided that whatever tends to build up one will aid in advancing the others. While it is true that the city chosen as the home of a new industry or new commercial enterprise profits to a greater extent than do the others, the important fact has been recognized that the growth of one along certain lines will be later offset by the development of other enterprises along other lines at other points. Furthermore, by adding to the wealth and population of one city the financial and industrial importance of the Coast as a section of the country is increased and from this increase in capital and people it is able to demand and receive more consideration of its requirements.

Those in charge of the great interests in the north-western country have learned this great and valuable lesson: "United We Advance."

SIDE-JOURNEYS OUT OF PORTLAND

(Continued from page 10)

down-Columbia trip is not complete without a visit to North Beach, which may be reached from Astoria in one hour. Along the Pacific's shore, stretching for miles from a group of huge stony crags called Fishing Rocks, is North Beach. Scattered along this sandy strand are hundreds of cottages and many hotels in which summer life may be enjoyed as it should be, free from the ravages of mosquitos and pests of like ilk, which have proved drawbacks to some of America's best resorts. North Beach entertains 10,000 summer residents each season.

* * *

From North Beach there are several little villages that may be visited, among them being Sea View, Shelbourne, Centerville and Newton. Oysterville is a place with a history. These are reached in quick succession, and then comes Long Beach, the largest resort north of Ilwaco. Many island trips may be taken from Long Beach. The most picturesque of any is without doubt the excursion up the Nasel River. An enjoyable drive is made, half the distance being along a road shaded by magnificent trees and through great tracts of wild growth, which freights the air with delightful fragrance. Reaching Shoalwater Bay, launches are boarded and the sheet of water is crossed. Swinging around Long Island, the launches turn their prows into the picturesque Nasel River, which flows through a country of the wildest grandeur, where the song of water and bird blend most delightfully. For thirty miles this stream is traveled, each turn of the course unfolding a new surprise more beautiful than the last, until finally the Nasel Hotel is reached, where a sumptuous supper may be had and enjoyed.

Side trips from Long Beach are numerous, but space does not permit their mention. It suffices to say, however, many of them are equally as enjoyable, picturesque, alluring, fascinating and inspiring as those described.

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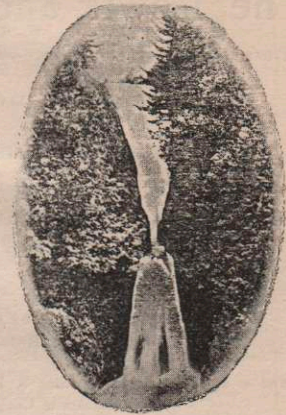
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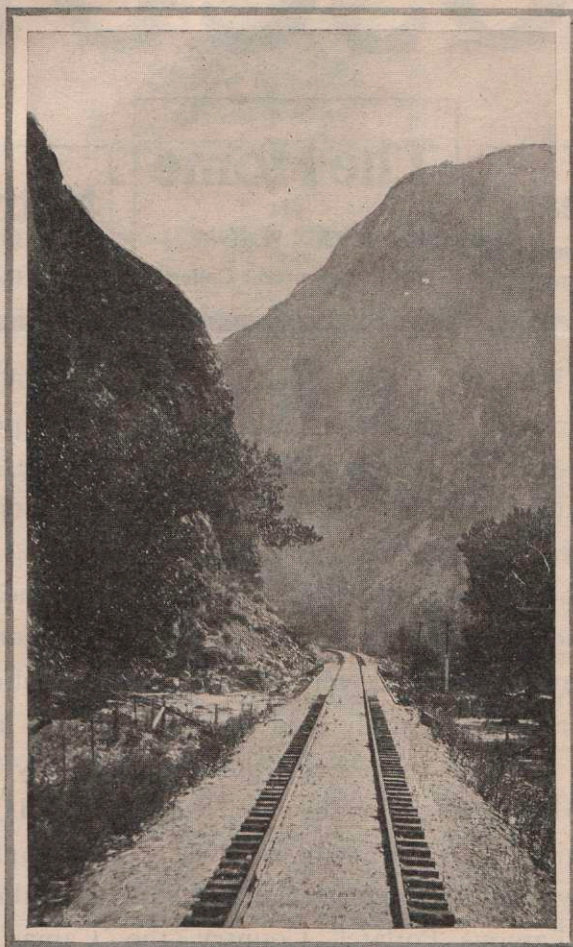
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Oakland

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IT 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.

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