

OREN WILLEHBIT

Lewis and Clark Exposition
Should Have Displays.

JOHN BARRETT ON THE OUTLOOK

Hawaii, Japan, Korea and China All
Show Great Interest in the Com-
ing Celebration—Choice of Ex-
hibits Made at St. Louis.

HONG KONG, Sept. 9.—(To the Editor.)—While it is impossible for one at this distance from Portland to know what are the latest plans for the Lewis and Clark Exposition, it may be feasible for me to make a few observations regarding the participation of Pacific and Oriental countries which will be interesting. Without exaggeration or enthusiasm it can be said that Portland can have in 1906 the most comprehensive and yet the most compact and instructive exhibit from the countries of Asia that the world has ever seen. The reason for this conclusion is obvious. There is no question that Japan, Korea, China, Siam, India, and the Philippines will participate in the St. Louis World's Fair on a grander scale than attempted heretofore. If the Lewis and Clark Exposition of the Lewis and Clark Exposition send qualified men to St. Louis to negotiate with the Asiatic Commissioners, merchants, manufacturers and artisans there in charge of their exhibits, they will be able to make a selection that will be adapted to the plan and scope of the Lewis and Clark Exposition and will enable the people who visit it to see in the best form just what Asia has to, and can do.

It may be possible also that the countries of the Far East will see fit to supplement what they send to St. Louis with some exhibits forwarded direct to Portland, but a wise choice of the exhibit at St. Louis will best achieve the end desired by the management of the Lewis and Clark Exposition. From present indications the exhibits of Oriental countries at St. Louis, if all taken to Portland in 1906, would occupy every foot of space and leave nothing for home exhibits or those of other nations.

Discusses Lewis and Clark Fair.
Although my official labors have been, of course, confined strictly to negotiations for the participation of Asiatic countries in the Louisiana Purchase Exposition, I have taken advantage of various opportunities here, consistent with the execution of my mission, in discussing matters with officials and merchants, to say something to them of the Lewis and Clark Exposition and of the possibility of their sending exhibits to St. Louis and inter, to Portland. It will please the people of Portland and the Northwest to know that in almost every instance the reply to my representations has been that they will be glad to send part of their exhibits to the Lewis and Clark Exposition, provided the latter will afford them facilities and assist in defraying the expense thereof. Remembering the experience of the Midwinter Fair in San Francisco, where a considerable portion of the best exhibits at Chicago were brought there and arranged in an attractive and interesting form, I see no reason why the Lewis and Clark Exposition should not imitate even on the record of the Midwinter Fair.

In view of the direct bearing Asiatic participation in the St. Louis World's Fair will have on the Lewis and Clark Exposition, I will give a brief summary of the work so far accomplished by me in the execution of my mission. Visiting first Honolulu, I spent two weeks there and found both the territorial officials and the business men anxious to arrange that Hawaii should make a display at St. Louis on a larger and more practical basis than ever before attempted. They listened attentively to all my representations and before I left had organized working committees made up of the principal merchants and officials. If I am not mistaken, Hawaii will surpass many of the States and Territories of the United States proper in what she exhibits. If her enterprise in taking hold of the matter is any criterion she will certainly succeed to that degree.

Japan Makes a Large Appropriation.
Japan, it will be remembered, first declined the invitation to participate at St. Louis in 1893, and then, after a long and earnest recommendation through the Japanese Minister at Washington, decided to reconsider and to make an appropriation of 200,000 yen. Not satisfied with this situation, they made last slight but old building on the water front formerly used by John A. Devlin as a salmon cannery, by saturating a piece of fishing net with lacquer, lighting it and then igniting it, the building was destroyed, and the men who live in the building, arrived home shortly after the fire was started, and were able to extinguish the flames before any damage was done. They also saw a man running from the cannery, but were unable to catch him. Today, G. Mitchell, a Greek fisherman, was arrested on suspicion of committing the crime. He is being held pending an investigation. City Treasurer Devlin has issued a card for all warrants drawn on the general fund and endorsed prior to February 4, 1902. The call includes all warrants endorsed between November 1, 1901, and February 4, 1902, and to pay them will require over \$3000.

The parties who recently purchased the site of the old Eagle cannery in Alderbrook are making preparations to erect a sawmill on the property. It will be of 20,000 feet daily capacity and will be principally intended to supply the home market. N. D. Ball, formerly superintendent of the Seaside mill of the Necanicum Lumber Company, will be manager of the company that will be organized to build and operate the plant. Andrew Hanaula, of Uniontown, was arrested today on a charge of insanity, and has been examined and committed to the state insane asylum. He is a native of Finland, 32 years of age and has been engaged as a fisherman on the Columbia River. He refuses to eat and appears afraid that someone is trying to injure him.

Ask City to Vote on Saloon Question.
FOREST GROVE, Oct. 10.—(Special.)—A petition is being circulated here asking that the City Council put to a vote at the next general election and obtain an expression of the voters as to whether they favor a saloon here or not. Since Judge T. A. McBride recently ruled that the sale of "hard liquor" in Forest Grove as a beverage would be a cloud in the title of the deeds, and would work a forfeiture of the property where the intoxicating liquors are sold as a beverage, it is not probable that a saloon will ever be licensed at this place, as it would at once cause the city a big lawsuit.

Efficiency of Cathod Ray Increased.
LOS ANGELES, Cal., Oct. 10.—Dr. O. S. Barrett, a Los Angeles physician, claims to have made a new discovery in the use of the cathod ray which increases its intensity fully 100 per cent by the use of multiple spark gaps introduced at intervals on the electrical circuit.

A. L. Downing Seriously Ill.
SALMON, Oct. 10.—(Special.)—News has been received in Salmon that ex-County Treasurer A. L. Downing is seriously ill at his farm home near Sublimity. He is suffering from blood poisoning and his life is despaired of.

ANOTHER MERGER STORY

THIS TIME THE O. R. & N. AND THE OREGON SHORT LINE.

Report Published by a Salt Lake City Paper—Reasons Why It Is Improbable.

SALT LAKE CITY, Oct. 10.—The Deseret News this afternoon says: "The visit of the Harriman representative to Salt Lake this year bids fair to make an epoch in the railroad history of the West. Tucked away in the action taken at the special meeting of the stockholders of the Oregon Short Line this year lies the consolidation of two of the biggest railroad systems west of Utah. Ever since the amended charter of that body was made public, giving the company the right to operate steamships and wharves, there has been considerable speculation as to what it could mean. One solution is forthcoming which involves the consolidation of the interests of the O. R. & N. Co. with its railroad and steamship lines, and the Oregon Short Line, with W. H. Bancroft as general manager."

"It is asserted that this consolidation will go into effect on the first of the year, when the jurisdiction of Mr. Bancroft and that of T. M. Schumacher will be extended over both lines. The relations between the two lines are so close that they are practically one system. While the participation of the plans of the Harriman interests may at this time be somewhat premature, the News is informed that such is the case, and that in the interests of economy and following the policy of consolidation now in vogue, that the Oregon Short Line and the Oregon Railroad & Navigation Companies are to be merged in the near future as outlined, while that part of the equipment of the Short Line which will be relinquished, either by sale or lease, to the promoters of the San Pedro, Los Angeles & Salt Lake road."

NORTHERN PACIFIC REPORT.

Increase in Surplus for the Year 50 Per Cent.

In the annual report of the Northern Pacific Railroad for the year ending June 30, 1902, the income account is presented as follows:

	1902.	1901.	Increase.
Gross	\$41,387,479	\$32,650,983	\$8,736,496
Expenses	21,388,414	16,840,143	4,548,271
Net	\$20,000,065	\$15,810,840	\$4,189,225
Taxes	1,149,850	920,532	229,318
Balance	\$18,850,215	\$15,000,308	\$3,849,907
Other income	843,785	743,785	99,999
Total income	\$19,700,000	\$15,744,093	\$3,955,907
Interest and rent	6,745,000	6,800,471	55,471
Balance	\$13,000,000	\$9,000,000	\$4,000,000
Dividends on common stock	\$4,000,000	\$4,000,000	—
Balance	\$9,000,000	\$5,000,000	\$4,000,000
Dividends on preferred stock	\$1,000,000	\$1,000,000	—
Surplus	\$8,000,000	\$4,000,000	\$4,000,000
Additions and betterments	\$3,000,000	\$3,000,000	—
Surplus	\$5,000,000	\$1,000,000	\$4,000,000
Reserve from 1898	\$3,000,000	\$3,000,000	—

*Includes dividend payable August 1, 1902. †Decrease.

In addition to \$4,616,885 of equipment purchased and charged to betterment and enlargement funds there were purchased and charged to operating expenses, other equipment amounting to \$55,747, charges to capital account for new property \$427,350 (real estate and right of way), and \$1,218,217 for new branches and extensions. The year has shown a revenue in excess of the interest upon the joint bonds issued to purchase the capital stock of the Chicago, Burlington & Quincy Railroad Company.

The Chicago, Burlington & Quincy Railroad Company has paid the interest on the Northern Pacific-Great Northern joint Chicago, Burlington & Quincy collateral 4 per cent bonds applying thereto the dividends on the stock of Chicago, Burlington & Quincy Railroad Company deposited as collateral to secure these bonds.

The Washington & Columbia River Railway has been continued under separate management, and its relations with Northern Pacific remain unchanged, the same basis of divisions on joint business being maintained.

The income account for the year ending June 30, 1902, (162,731 miles) shows: Gross, \$49,148; expenses, taxes, improvements and betterments, \$32,829; net, \$16,319; interest, \$14,900; surplus, \$1,419.

WHY STORY IS IMPROBABLE.

Statement of the Relations Between O. R. & N. and Oregon Short Line.

The foregoing story from the Deseret News bears many evidences of improbability. It appears to be the story of a newspaper reporter, based upon the move in the Oregon Short Line and Union Pacific to provide increased facilities for trans-Pacific traffic. Part of it is a revival of a rumor that first obtained currency a year ago, starting from Salt Lake City. It was then said that Vice-President Bancroft, of the Oregon Short Line, was soon to take the O. R. & N. under his jurisdiction as manager. Another version of the story was that the entire Union Pacific system, including the O. R. & N., was to be merged with the Oregon Short Line. There is good authority for the statement that there has been absolutely no official move toward consolidating the management of the Oregon Short Line and the O. R. & N. and that nothing of the kind is contemplated.

The fact is that the Oregon Short Line controls the O. R. & N. through ownership of about half the stock of the latter. The remainder but about \$5,000,000 is owned by the Union Pacific, which controls the Oregon Short Line through ownership of all but 154 shares of its \$27,490,100 capital stock. A large part of the bonded indebtedness of the Oregon Short Line is also held by the Union Pacific. Both the O. R. & N. and the Oregon Short Line are securely bound in Union Pacific control, the O. R. & N. tie passing through the medium of the Oregon Short Line.

Some weeks ago there came an intimation that the Union Pacific contemplated transferring its steamship service to the Pacific, and that news was published and commented upon in Portland. Now the Oregon Short Line has taken the action then forehadowed by amending its charter so as to permit it to engage in navigation projects, and it is announced that the Union Pacific will take similar action next week. In just what manner the Pacific Ocean service of the Union Pacific is to be increased, it is not possible to say. Naturally, there is much interest in the details of the movement, and the speculation or theory printed in the Salt Lake paper is but a manifestation of that interest.

The O. R. & N. is recognized in transportation circles as a much more important property than the Oregon Short Line. It operates 1140 miles of rail and 1335 miles of water line. The Oregon Short Line operates 1440 miles of railroad. The gross earnings of the Oregon Short Line are a little more than those of the O. R. & N.; but the O. R. & N. operates in highly competitive territory, and it is the terminal section of the Union Pacific system, while the Oregon Short Line is merely a link in the system, taking what is delivered to it and carrying it on to the coast. It is directed. Comparative little business has origin on the Oregon Short Line. For this reason the O. R. & N. is regarded as the more important property. It has a greater direct trade, and its list of traffic officials is full. The Oregon Short Line is managed by a vice-pres-

dent, and the head of its traffic department is not a traffic manager, but an acting traffic manager. Mr. Schumacher was raised to that position from the office of general agent of the Union Pacific at San Francisco when Mr. Eccles resigned and went to New Jersey. Mr. Schumacher tried to get the job of traffic manager of the O. R. & N. when Mr. Campbell resigned last February, but failed.

The movement in the Union Pacific to improve its navigation arm on the Pacific Ocean, together with the report that Senator Clark would buy the Oregon Short Line extension toward Los Angeles, the truth of which report Senator Clark himself flatly denied, seem to be at the bottom of the Salt Lake paper's speculation on the relations of the Oregon Short Line and the O. R. & N.

A matter of more immediate interest in Portland is as to the method the Union Pacific will take to improve the Pacific steamship service, whether it means that steamships will be purchased to supplant the chartered ships of the Portland & Astoria between Portland and the Orient, or that new lines will be established to ply from Portland or San Francisco. The form in which the news came from Salt Lake, "for new steamship lines to points in the Orient not yet reached by the Union Pacific system," leaves the inference that entirely new lines are to be established, perhaps to Siberia and to Manila. But there has been no official announcement of details, and the information is to be had on these points, President Mohler, of the O. R. & N., is now absent in New York, so it is impossible to get an authoritative statement at this end of the line.

GREAT NORTHERN PROSPERITY.

Net Income More Than \$20,000,000—J. J. Hill Re-Elected.

NEW YORK, Oct. 10.—According to the annual report, just issued, of the Great Northern Railway Company for the fiscal year ended June 30, the gross earnings for the entire system, including proprietary companies, were \$38,853,211, an increase of \$3,241,126 over last year. The net earnings were \$19,256,942, an increase of \$3,991,228. Other income brings the total up to \$20,000,000. Operating expenses show an increase of only \$2,202,888. Out of the net income for the year there was charged to the fund for permanent improvements and renewals the sum of \$2,000,000. The outstanding capital stock was increased during the year by about \$2,000,000, this increase having been approved by the shareholders last year. At the annual meeting of the stock-

	1902.	1901.	Increase.
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*Includes dividend payable August 1, 1902. †Decrease.

REPORT OF CLARK'S ROAD.

Small Part of Authorized Stock Issued—Business of Year.

SAN FRANCISCO, Oct. 10.—The annual report of the San Pedro, Los Angeles & Salt Lake Railroad Company, a popularly known as Senator Clark's road, has been filed with the Board of Railroad Commissioners. The report, which covers the 12 months ending June 30 last, shows gross earnings of \$28,754, and operating expenses of \$12,460. Of the authorized capital stock of \$25,000,000, there have been issued shares to the amount of \$2,500,000. Of this amount \$2,500,000 represents part payment of the property of the Los Angeles Terminal Railway Company. The total construction during the year involved expenditures of \$113,430, and \$558,787 was expended for equipment.

More Pay for Northern Pacific Men.

BUTTE, Mont., Oct. 10.—Superintendent H. J. Horn, of the Montana division of the Northern Pacific, has issued an announcement to the effect that the wages of all switchmen and switch-signal foremen on his division would be raised 10 cents per day, taking effect October 1. As the switchmen and foremen work every day, the raise amounts to about \$4.50 per month.

DAILY CITY STATISTICS.

Marriage Licenses.

W. D. Alard, 26; Anna Gertrude Scheener, 22. H. Harrison, 41; Vina Stephens, 40.

Deaths.

October 1—Gir, to the wife of Rudolph C. Walter, 227 Market street.

October 3—Boy, to the wife of Rudolph Snyder, 34 Burnside street.

October 20—Girl, to the wife of Jerome C. Granger, 183 East State street.

October 30—Boy, to the wife of Ole O. Tweed, 407 Gantenbein avenue.

October 4—Girl, to the wife of Jacob Abernethy, 403 Upshur.

October 6—Peter M. Hoffarth, County Hospital; Bright's disease.

October 7—Maria J. Hawkins, 56 years, 211 Monroe street; central sclerosis.

October 7—George R. Himes, 27 years, 121 Sheridan street; phthisis pulmonalis.

October 6—John Harris, 16 years, Salem, Oregon; typhoid fever.

October 8—Jacob Burbach, 23 years, 804 East Tenth street; acute tuberculosis.

October 6—Henry Phillips, 28 years, St. Vincent; typhoid fever.

October 5—John Knight, 67 years, 702 Vancouver avenue; nephritis.

October 6—Mary Small, 55 years, Salem; dysentery.

October 7—Hazel May Hawkins, 1 year 1 month 5 days, 655 East Morrison; bronchial pneumonia.

October 5—Anna Nelson, 46 years 11 months 20 days, Montaville; perforation of bowels.

October 6—Glen C. McLaughlin, 13 years 5 months 15 days, North Pacific Sanatorium; typhoid fever.

October 8—Lucia K. Oatman, East Twenty-sixth and Powell streets; diphtheria.

October 8—John Shephard, 20 1/2 years; scarlatina.

October 8—Lucia K. Oatman, East Twenty-sixth and Powell streets; diphtheria.

October 7—Antonio Nacarrata, North Pacific Sanatorium; typhoid fever.

Sidewalk Permits.

Central Lumber Company, Sixteenth and Jackson streets, 204 feet cement.

Frank Rodgers, Grand avenue and Lincoln street, 100 feet wood.

Graham Glass, Jr., Third and Lincoln streets, 100 feet cement.

L. L. Hawkins, Fourth, between Ash and Pine; 254 feet cement.

L. L. Hawkins, Ash, between Third and Fourth; permit to repair wood walk.

T. H. Gardner, East Ash and Thirteenth; 112 feet cement.

A. F. Sullivan, East Irving and Union avenue; 20 feet cement.

J. Walsh, Twenty-fourth and Saver; 39 feet cement.

C. H. Jackson, Saver, between Twenty-second and Twenty-third; 50 feet cement.

J. K. Almsworth, Chapman and Elm; 224 feet wood.

Total, 425 feet cement, 224 feet wood.

Building Permits.

October 9—Central Lumber Company, Clifton and Alameda and Seventeenth, Fargo, between Rodney and Williams avenues; \$1700.

Dr. H. Raftery, reprs., East Washington, between East Ninth and East Tenth; \$1000.

G. H. Dammer, Water, between Porter and Woods, two-story dwellings; \$3500.

Real Estate Traders.

Martha J. Comstock to M. Billings, lots



THE CHILDREN ENJOY

Life out of doors and out of the games which they play and the enjoyment which they receive and the efforts which they make, comes the greater part of that healthful development which is so essential to their happiness when grown. When a laxative is needed the remedy which is given to them to cleanse and strengthen the internal organs on which it acts, should be such as physicians would sanction, because its component parts are known to be wholesome and the remedy itself free from every objectionable quality. The one remedy which physicians and parents, well-informed, approve and recommend and which the little ones enjoy, because of its pleasant flavor, its gentle action and its beneficial effects, is—Syrup of Figs—and for the same reason it is the only laxative which should be used by fathers and mothers.

Syrup of Figs is the only remedy which acts gently, pleasantly and naturally without griping, irritating, or nauseating and which cleanses the system effectually, without producing that constipated habit which results from the use of the old-time cathartics and modern imitations, and against which the children should be so carefully guarded. If you would have them grow to manhood and womanhood, strong, healthy and happy, do not give them medicines, when medicines are not needed, and when nature needs assistance in the way of a laxative, give them only the simple, pleasant and gentle—Syrup of Figs.

Its quality is due not only to the excellence of the combination of the laxative principles of plants with pleasant aromatic syrups and juices, but also to our original method of manufacture and as you value the health of the little ones, do not accept any of the substitutes which unscrupulous dealers sometimes offer to increase their profits. The genuine article may be bought anywhere of all reliable druggists at fifty cents per bottle. Please to remember, the full name of the Company—**CALIFORNIA FIG SYRUP CO.**—is printed on the front of every package. In order to get its beneficial effects it is always necessary to buy the genuine only.

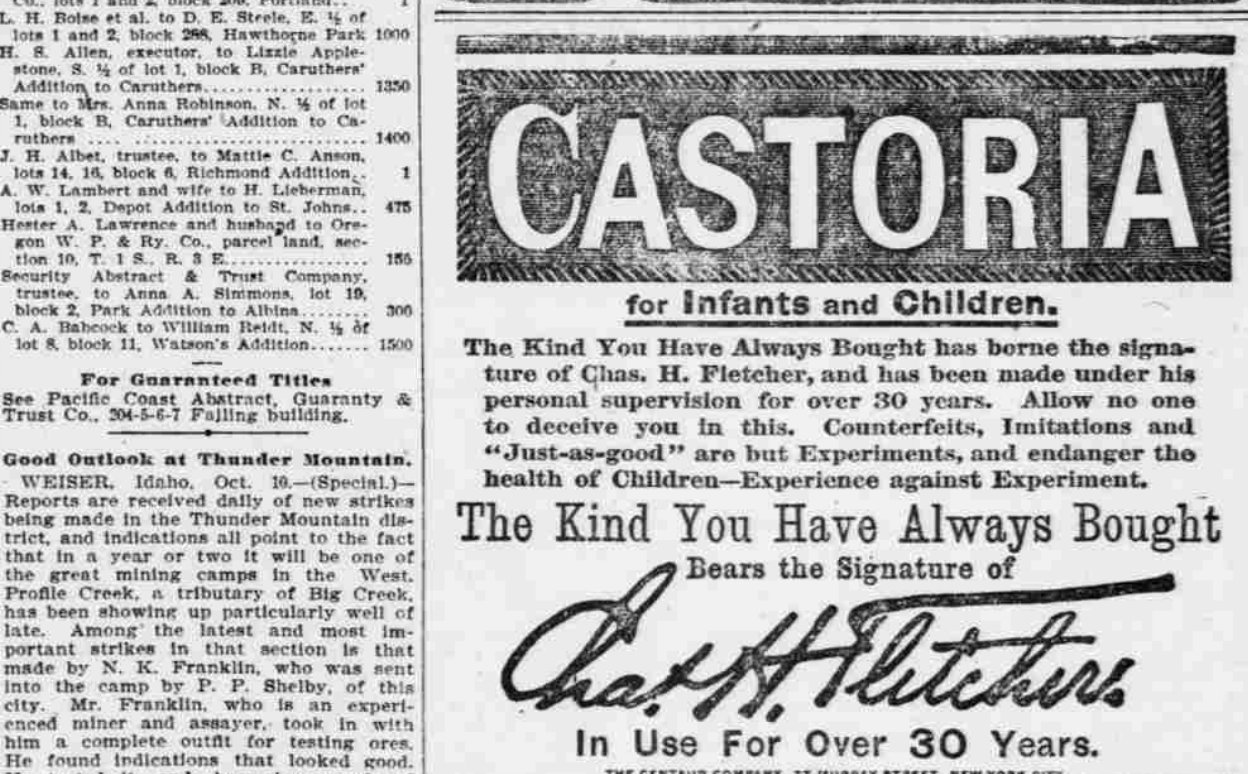


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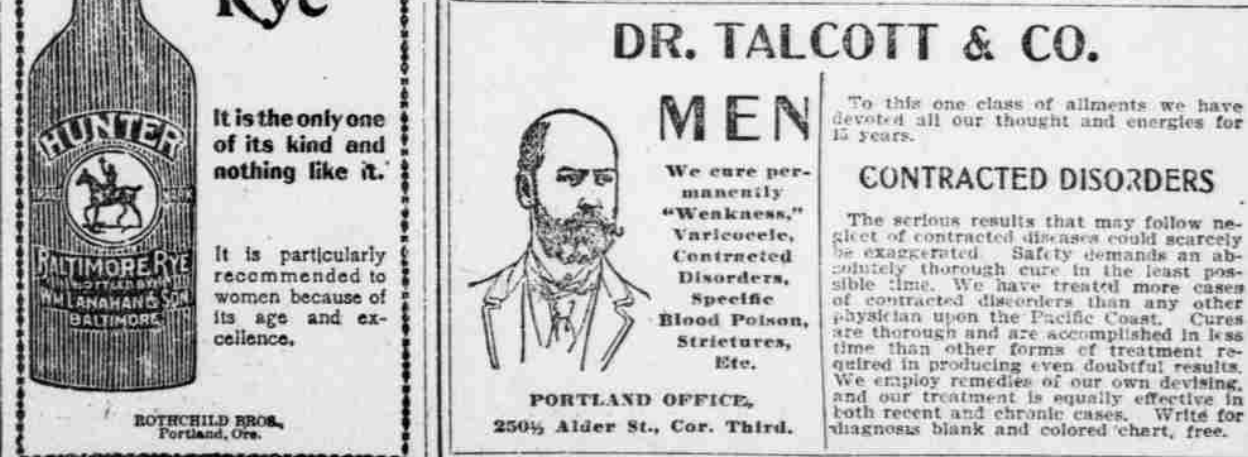


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