

California Praise the Lewis and Clark Fair

"An Ideal Site" Governor Pardee—"Oregon and California Are United" C. H. Markham—"Exposition Assured of Success" W. T. Herrin.

His expressions of the prominent guests of the Lewis and Clark Exposition Company all voice the same sentiments. All agree as to the beauty of the grounds and buildings, the enterprise of the managers and the assurance of complete success. With such friends abroad and such conditions at home there can be no such thing as failure.

"No better site could have been selected for the fair," said Governor Pardee last evening after the return from the grounds. "The natural beauty of the place should be one of its greatest attractions."

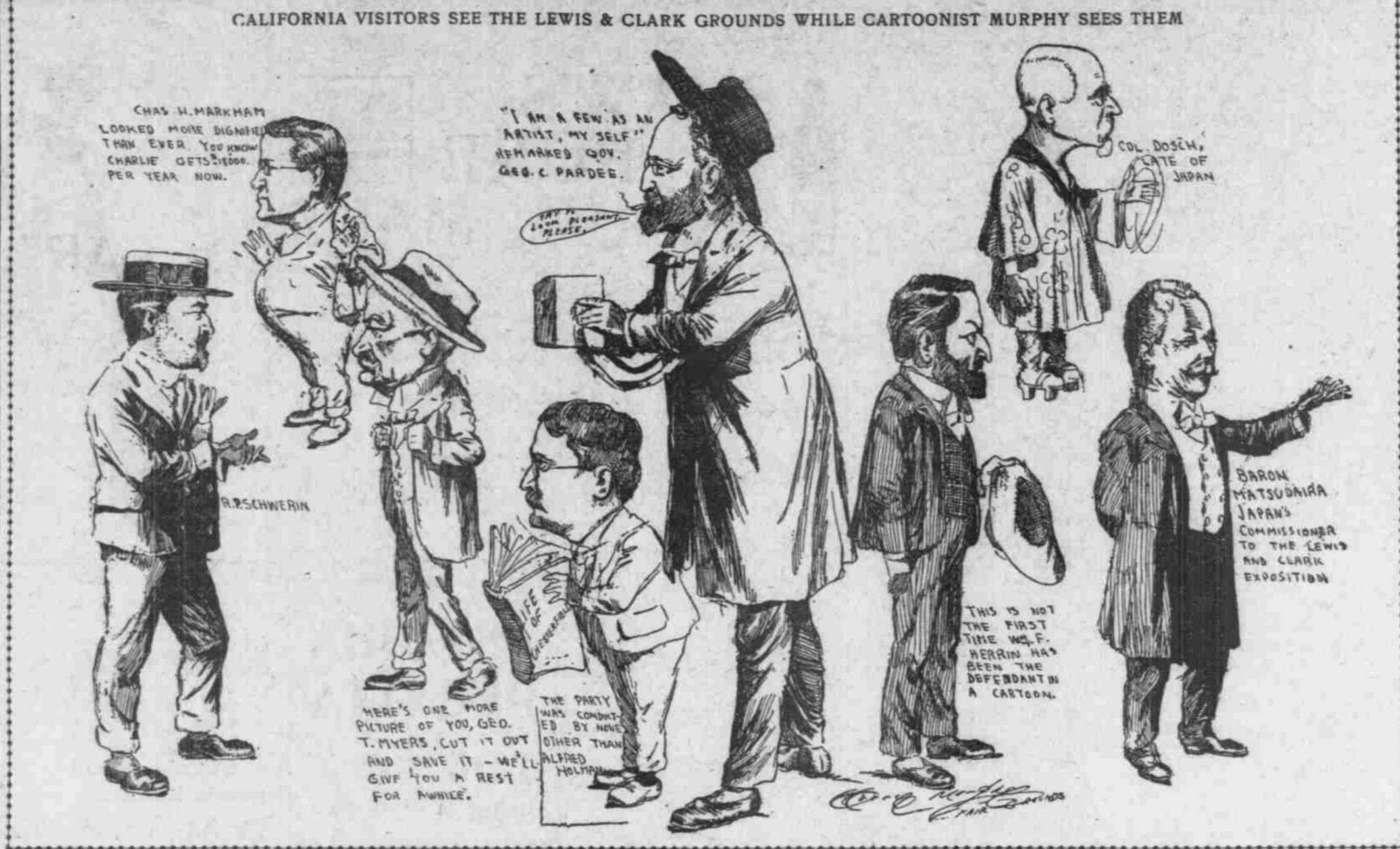
"Our party came here for the purpose of meeting the Lewis and Clark officials and deciding on a location for the California building. Our Legislature appropriated \$20,000 for the fair and probably \$15,000 of that amount will be expended on the building. If it seems necessary to have more funds I think there will be no difficulty in getting an additional appropriation at the coming session. We are not going to do anything in a half-hearted manner. California has the reputation of putting her best foot forward in matters of this kind, and you may be sure that our representation at the Lewis and Clark Exposition will be equal, if not in advance, of anything we have yet done."

"The fair is being widely advertised all over the state, and I anticipate a very large attendance from California. Ten thousand of our people have already visited the St. Louis Exposition, and I see no reason why twice that number should not come here next year. California has a great interest in the 1905 fair, because it will bring thousands of people to our state who come to Portland for the fair and return through our state. The same should be true of the Coast north of you, for very few Eastern people will visit here without seeing other sections of the Coast."

"From what I saw today I am enthusiastic over the prospects for next year and believe that the fair will be one of the greatest in history. I do not take the view that a business depression will follow its close, either. In instances where dull times have followed, expositions have been the cause of a revival by exceeding the capacity of their territory to support it. Here you have made no mistake of that kind, and although the Exposition will undoubtedly be immense it is not beyond the resources of the tributary country. The result of it will be almost incalculable to Portland and the entire Pacific Coast."

C. H. MARKHAM, formerly of this city but now the general manager of the Southern Pacific lines of the Pacific Division, wished a good deal said by inference. "I do not know that I have anything to say that would be of interest," he said, "but I wish that you would just say

CALIFORNIA VISITORS SEE THE LEWIS & CLARK GROUNDS WHILE CARTOONIST MURPHY SEES THEM



all of the nice things usually said by one who returns to his old home after a long absence. I will mean anything said in that line.

"Portland is growing, and I notice a great difference in the city after a short time away. In business, in spirit and in

people it is becoming larger and I am glad to see it. I have many pleasant memories of the city and am always interested in what it is doing and in the welfare of the people.

"The fair is giving promise of being a most successful one and we of California

will do all that is in our power to make it a success as far as exhibits and work for it is concerned. The old-time difference to be noticed between the inhabitants of California and Oregon as soon as one crossed the border is gone, and the time is at hand when one state will labor with

the other in any and all things that will tend to build up the Northwest. There is enough of room and opportunity for all of the states and the people have come to realize the fact.

"I can say nothing of interest to this state from a railroad standpoint that

would be of interest for I have nothing to do with the Oregon lines. All of my territory lies below the boundary to the south.

"But," concluded Mr. Markham, "I wish to say everything nice about the state, the fair and the people, for I still feel

that this, if not my present home, is my old one and I am sure a Portland man at heart and in sympathy."

W. T. HERRIN, the chief counsel of the Southern Pacific, has been with the company almost since it was a corporation. He has straightened out its legal tangles for nearly 20 years and is still ready to stand between it and the danger of legal complications wherever they may arise.

"I do not know anything about the legal phase of the trouble now on between the Oriental shipping people and the Russians, that is as far as anything public is concerned. Mr. Herrin stated, in explaining why he could not tell the exact state of the Arabia controversy from the standpoint of the law.

Mr. Herrin is an authority on that subject, he believes," he continued, "and he can tell you just how the company stands. I do not think, however, that it would be wise for anyone to tempt fate by becoming involved in the legal results that would be of long duration and great expense, when it is possible to keep out of the way of trouble. International law is slow in its movement and it would be unwise, in my opinion, to tie up the ships of the company in the meantime. I see a few of the shippers to the detriment of the many. If it persisted in deterring cargo to Japanese ports when the nature and definiteness of the contract had not been determined, it would run the risk of disorganizing the line altogether and of putting an end to all shipment for some time to come."

"But there is one thing that I do know," remarked the man of legal knowledge as he veered to another topic, "and that is that Portland has a most beautiful location for one particular spot on the coast. It will in my opinion have not only a successful but an unique Exposition. I am surprised at the progress being made in the city, the grounds, and at the natural beauty and the old remains evident at the park. When the fair is opened and people come to know that not all of the things to be seen here have been advertised, and that there is really offered more than has been spoken of, I see no reason why every one who can take a little time for a summer trip will not come to Portland to visit the fair."

"California will do all that is possible for the Exposition and will lend aid in every way to make it a success for it is their fair as well as Oregon's. The time has come when the people of California and of Oregon are losing the old rivalry and are working together for the common good. They are no longer neighbors but friends working for a common cause, for the upbuilding of the Pacific Coast, and not of one particular spot on the coast. The entire West should, and will, help Portland in the conduct of its Exposition and it will be one of the greatest in the history of the country. There is no reason why it should not do so, it has the natural location, the promise of exhibit and a surprisingly good management. With all that it is deserving of success and will get it."

WILL SOON SWING CLEAR

EASTERN SPAN OF MORRISON BRIDGE NEARLY FINISHED.

Work on New Draw-Rest Will Begin Next Week—To Be Done at Night.

Within a week, if all goes well, the eastern span of the new Morrison bridge will be swinging clear. All the girders were in place beneath the old structure several days ago and the piers have just been made ready for the weight they will have to sustain.

Yesterday afternoon the work of raising the span was begun, and at quitting time last evening the four center uprights were in position. Construction will proceed in both directions as rapidly as possible, and with the aid of the traveling derrick the work can be done in a few days.

Construction of the new draw-rest will begin next week, but most of this work will be done at night. Street-car traffic will be suspended for a few days in consequence, as there is to be much to obstruct travel while the ends of the old draw are being sawed off. A system of arc lights is to be installed to facilitate the work at night, and as much speed as possible will be maintained.

HOBOS IN RAILROAD YARDS.

Police Officers on East Side Have Their Hands Full.

East Side police officers are keeping a sharp lookout for suspicious-looking persons and are strictly enforcing the rules requiring all persons to give a good account of themselves after midnight. Officer Reising captured a hobo on the Steel Bridge Thursday night and sent him to the station in the patrol wagon. The fellow was given 30 days. Five other specimens of the same variety were seen in a box-car cleaning revolver. An officer was called, but he was too late, as the hobo had skipped their coop and were gone before he could get there. Suspicious characters are numerous around the railroad yards and depots and the police are on the alert to break the commands, so are only taken up occasionally as a warning. An unknown man was knocked down by a bug at the east end of the Burnside bridge one night this week and relieved of 25 cents. He refused to give his name or to report the matter and it probably would have done good if he had.

FERRY-BOAT ALMOST READY.

Sellwood's New Craft May Make the Trial Trip Today.

Sellwood's new ferry-boat is practically completed and it is the intention to make a trial trip today if possible. A few alterations are being made to the boat, but they which may possibly delay the trial trip until next week, but it is thought that a short run may be made this afternoon. The loadings for the ferry are not yet finished and the remains to be done and a few rows of piling are necessary for the West side approach. With good luck it is very probable that the boat will be ready for its first trip before ten days have passed. Rows of fenders will have to be constructed on each side of the river to protect the boat from driftwood, but they can be put in at any time before the next freshet.

Pickle Factory Projected.

Napoleon Davis and A. L. Stone, of Fairview, have been to Portland seeking information as to the probable success of a pickle and canning factory at that place. There are about 600 acres of land near Fairview peculiarly adapted to the raising of cucumbers, and former experiments have shown that an acre will produce about 20 tons of the best size for pickling. From two to three inches in length in the size required, but many are selected down of greater length, and with proper facilities a great industry could be kept going during the entire cucumber season.

A cannery would also find plenty to do there, as all the fruit and berries raised in Eastern Multnomah must now be hauled to Portland or go waste, and much of it is wasted every year.

VIEW THE FAIR SITE

(Continued from First Page.)

In making it the splendid success it is destined to be."

Governor Pardee's remarks were received with hearty applause, which was renewed when Mayor Williams extended greeting to Baron Matsuoka and the Japanese representatives. The Mayor spoke of the pleasure he felt in welcoming the distinguished visitors from the great Oriental nation, for which the people of this country have such a friendly feeling and with which the Pacific Coast and Portland in particular was so closely identified commercially. The interest shown by the Japanese people was sufficient evidence that the Lewis and Clark Exposition was not to be local, but that in addition to being American, it was to be Oriental as well, and the great nations of the East were to have part in it. On behalf of the city and the Lewis and Clark management, he extended a warm welcome to Baron Matsuoka and expressed the wish that the Exposition might be honored with his presence next year.

Greeting of Baron Matsuoka. Baron Matsuoka does not speak English and his response which was especially well expressed was made through Mr. Harada, his secretary, who speaks the English language perfectly. He said: "I am not able to speak in English, and I shall endeavor, by the assistance of an interpreter, to express my feelings. It is gratifying to me to be given so cordial a welcome by the Governor of this state and the Mayor of this city, as well as by the eminent gentlemen from California. Our government has been invited to participate in your Exposition, and I deeply regret that circumstances will not permit Japan to do so officially. Our merchants, however, will be largely represented here, and I believe my country in this way will be splendidly represented. You may be assured that when I return to Japan I shall impress upon my people the importance of the Exposition and do everything in my power to secure a great Japanese exhibit here."

Japan Friendly to Oregon.

"We entertain a very friendly feeling for Oregon. We remember with pleasure that it was Oregon that made such a fine display at the Osaka Exposition, and we feel it incumbent upon us to stir up the people of Japan to the necessity of assisting to make this great Exposition a success. Of course, it goes without saying that if all goes well with Japan we will extend every aid to your Exposition company. I have been delighted at the inspection of the grounds. You have chosen a most beautiful spot, and I am convinced that the men connected with the Exposition will not stop short of complete success. I shall carry away with me very pleasant memories of this day, and in closing I desire to thank you and to express the health of the Governor of Oregon, the Mayor of Portland and the Exposition officials."

This was the last speech of the day, and after spending a short time in informal visiting the party returned to the city in carriages and taxicabs.

Present at the Gathering.

Those present, in addition to those already named, were: Secretary of State Dunbar, Senator Mitchell, Senator Fulton, Representatives Williamson and Hermann, Judge C. E. Bellinger, Japanese Consul Akiba, Toso Takayanagi, a visiting Japanese importer, Monsieur Ichihie Itau, special commissioner; Seid Gahn, an interpreter; President E. E. Calvin, of the O. R. & N. Co.; W. W. Cotton, general counsel of that corporation; ex-Senator George McBride, United States commissioner to the World's Fair; Judge W. B. Gilbert, President of the World's Fair; Tom Richardson, of the Portland Commercial Club; President Jefferson Meyers, of the State Commission; Department Directors John

ASK FOR A WHOLE BUILDING.

Japanese Commissioners Will Confer With Directors Today.

Baron Matsuoka, the vice-president of the Imperial Japanese Commission to the St. Louis Fair, accompanied by Mr. Yamawaki, one of the commissioners, and Mr. Harada, the private secretary to the baron, will leave today for San Francisco, after having stopped in Portland in response to the invitation of the management of the Lewis and Clark Exposition, making them visit the site of the proposed fair and thus gain some idea of what can be expected by their nation in making an exhibit. All the gentlemen are very much surprised at the location of the grounds and at the progress that is being made, and will go home with the intention of sending back the best and fullest exhibit that it is possible to make before the departure of the present circumstances.

Baron Matsuoka, in particular, expressed himself as being greatly in favor of the Lewis and Clark Fair, and stated that he would use his best endeavors with the government and with the private exhibitors in securing for it as large and important an exhibit as could be gathered together.

Messrs. Ichihie Ito and Toso Takayanagi, the two commissioners who represent the Exhibitors' Association of Japan, will arrive in Portland tomorrow, and this morning will meet with the Lewis and Clark Board, when the question of room for the Japanese exhibit will be taken up, and it is possible some definite plan made before the departure of the gentlemen from the city.

Mr. Ito expressed for the commission the pleasure their visit in Portland has given them, and told something of the plans of the exhibitors.

"We are very much gratified at the reception we have been accorded," he stated, "and will take back to Japan very kind remembrance of Portland, which we will attempt to express at the Exposition next year."

"Japan is hampered in making its exhibit by the conditions which prevail at the present, but from the private exhibitors a large collection can be sent over, representative of every line of product to be found in the Empire. We will fill a building, and will ask the management of the Exposition for one, if the arrangement can be made. If Japan places an exhibit here, it will be done with the widest of exhibitors, who will try to show the best that can be produced in Japan. We will urge this when we return to our home."

On Monday at 10 o'clock the commissioners will meet with the board of directors, when they will present their report for a building and discuss plans for placing their products here next year. Upon the decision of the meeting will depend to a great degree the extent of the Japanese exhibit.

Tried Marriage Too Late.

Agnes Halton, aged 52 years, was divorced from James Halton, who is 64 years of age, by Judge George yesterday, because of cruel treatment. They were married in Portland, March 4, 1894. Mrs. Halton testified that she became ill because of the manner in which her husband treated her.

Halton was at first disposed to defend the suit, but recently he withdrew his opposition and paid \$75 into the

PAPER COMPANY SUED.

Contracting Firm Wants Pay for Building Wall and Reservoir.

The Smyth & Howard Company has sued the Crown Paper Company in the State Circuit Court to recover \$13,416, a balance alleged to be due for constructing a concrete wall and concrete reservoir at Oregon City. The contract was entered into in July, 1903, and included excavations, concrete work, and the plaintiff avers, other work was also done, such as setting, placing and handling steel stringers, beams, angles, straps, base plates, columns, etc. The contract price was \$25,000, but the defendant it was delayed in the completion of the work for one month and was damaged in the sum of \$1500, and it is further alleged that extra work was performed and materials furnished to the sum of \$19,512. There was paid \$12,748, and \$13,413 is said to be still due.

GOVERNMENT MUST PAY.

Court Says It is Not Entitled to Favor from Astoria Road.

The established rate for transportation over the Astoria & Columbia River Railroad from Goble to Astoria must be paid by the United States Government, Judge Bellinger so decided yesterday in the United States Circuit Court. The United States brought suit to enjoin the company from charging more than 25 cents per 100 pounds freight from Portland to Fort Stevens. It was alleged that two-fifths of the haul—that is, from Portland to Goble—is over the Northern Pacific line, which is a land-grant road, subject to special Government rates of 50 per cent of the regular rate.

The decision says that the defendant's use of the Northern Pacific Railway track between Portland and Goble does not affect the transportation due from the latter company to the plaintiff. The plaintiff must pay the established rate over the defendant's road for transportation from Goble to Astoria. It cannot complain that it is charged the same rate for the longer haul from Portland, and the application for injunction is denied.

The attorney for the plaintiff was John Hall, United States District Attorney, and for the defendant C. W. & G. C. Fulton.

Decide Not to Be Divorced.

The suit of Mrs. L. Goldfoot against Nathan Goldfoot was dismissed by Judge George yesterday on motion of Isaac Sweet, attorney. The litigants having settled their differences out of court. She accused her husband in her complaint of cruel treatment. They were married in Dublin, Ireland, in 1891.

GREAT CROWDS AT SEASIDE.

Enjoy the Ozone, and Bathing in at Its Height—Season Ticket Good to Return Until October 15, \$4.00—Saturday Excursion Tickets Good to Return Sunday, \$2.50.

Call at A. & C. R. ticket office, 265 Alder street, or Union Depot, for tickets and parlor-car seats. Train leaves Union Depot at 8:30 A. M. daily, arrives Astoria 11:30 A. M., Gearhart 12:30 P. M., and Seaside 12:30 P. M.

Portland-Seaside Flyer leaves Union Depot every Saturday at 2:30 P. M., arrives Astoria 5:50 P. M., Gearhart 6:40 P. M., and Seaside 6:50 P. M. Through parlor-car run in connection with every train. Phone Main 908 for additional information.

MANY BEACH VISITORS.

Low Saturday-Sunday Rate Announced by the O. R. & N. In addition to the 4 round-trip, week-day boat rate to beach points, the O. R. & N. announces the popular \$2.50 Saturday rate, returning Sunday evening. Particulars of C. W. Slinger, city ticket agent, Third and Washington.

RETURN OF THE SPENCER

STERNWHEEL STEAMER AGAIN READY FOR BUSINESS.

Placed in the Water Successfully and Brought to This City—Oregon is Libeled.

After an absence of just one month the steamer Charles R. Spencer reached this city at 5 o'clock last night and tied up at her old dock at the foot of Washington street. Captain Spencer, her owner, piloted the boat down from Rowena. For 10 months ago the steamer became disabled while proceeding down from the Dalles, and it was necessary to run her on the beach. The falling of the river soon left her high and dry, and it was necessary to build ways for a long distance, so that she could be moved to deep water. The task was completed Thursday afternoon, but the start for this city was not made until 1 o'clock yesterday afternoon. The Spencer came down under moderate steam, yet made the trip in good time. Her arrival was greeted with much whistling by steamboats at the lower docks. The Spencer was afterwards taken to Supple's yard, where she unloaded a great quantity of house moving apparatus, which was used in putting her into the water.

While on the ways the steambow was repainted and the necessary repairs made, so that she is now ready to enter service at any time. It is probable that she will resume her trips up the Columbia next Monday.

OREGON IS LIBELED.

Passengers Seek Damages From Owners of the Vessel.

As a result of the misfortunes which befell the steamship Oregon on her voyage from Nome to Seattle in September of 1903, when her steering apparatus caused her to wander over the waters of the Pacific Ocean in a somewhat circuitous route, her owners are now asked to pay the sum of \$25,000 to the 25 passengers who have libeled her for that sum in the Federal Court at Seattle.

The libel alleges that the company owning the vessel, in violation of her contract, permitted them to embark at Nome September 6, 1903, and that on getting out to sea an accident happened to her rudder, and she was driven on to the rocks, suffering in reaching port. In addition to the danger they underwent, the libelants claim that their damages are aggravated by the fact that while in their helpless condition they met one of the steamships of the Canadian Pacific line to the Orient, which was willing to take them to Victoria, but the officers of the Oregon refused to make the transfer. The libel further alleges that the passengers suffered greatly from the character of the food provided, a large portion of it, they say, being in an advanced stage of decay.

Shipmaster Jumps Overboard.

SAN FRANCISCO, Aug. 12.—The ship Spartan arrived from Puget Sound today, reporting that her master, Captain K. Peters, had jumped overboard August 5. He was taken out of the water in an unconscious condition and died within an hour. He was buried at sea the following day. His wife and two children were rescued when the tragic event happened. No motive for the act is known. He was a Norwegian, 45 years old.

Will Sound Lower River.

The Columbia River pilots will leave this morning on their annual sounding expedition down the Columbia. They will travel on the tug Lincoln and will be absent about a week. The party will include Captains Wickens, Pope, Pease, Patterson, Setts and Peterson, and probably two or three of the O. R. & N. captains. They will sound the river thoroughly, both going and coming, and the Government engineers will use their report in their dredging operations this fall.

Taken for Portland Loading.

Balfour, Guthrie & Co. have taken another ship for Portland grain loading, the Wray Castle, a British vessel of 1791 tons, now at San Pedro, and the others lately engaged for this port, the Wray Castle

PERSONAL MENTION.

E. A. Worthington, the assistant director of maintenance and operation of all the Harriman lines west of Chicago, will reach Portland today from Chicago for a short official visit. Mr. Worthington is making his regular visit of inspection of the regional lines of the West and will be in Portland for a day or so looking over the grounds of the company here and making an arrangement for the reconstruction of the track and general facilities of the roads. From this city he will go over the Southern route back to Chicago.

NEW YORK, Aug. 12.—(Special.)—The following names of people registered in hotels here today:

From Spokane—Mrs. H. L. Igoe, at the Albert.

From Seattle—T. W. Goulding, at the Astor; W. H. Fink, at the Herald Square.

The Swiss Henchmen.

Hugo Erichen in the Pilgrim. One thing that will puzzle you when visiting Switzerland at this season of the year is where the milk supply comes from. Day after day the most delicious cream appears at the breakfast table, and yet this will not be a cow in sight, not a single, solitary cow in the length and breadth of the valley, in which the hotel or person may be situated. In inquiry will develop the fact that the herds are on the higher pastures, where Jack Frost soon drives them to the middle lands, subsequently compelling them to seek the lower pastures, and thus the winter months. In many villages the pasture lands are held in common, and sometimes from 100 to 200 cows graze on one pasture, the result being that the milk from the village to attend to the milking morning and evening, and to turn the milk into cheese. The life of the Swiss, or cowherd, is a very arduous existence. The habitations of these men are logcabins that are merely intended for summer use. The furniture is of the most primitive description, generally consisting of a table and a bench and a truss of hay instead of a bed.

The cows in Switzerland resemble the Jerseys, although they are larger and darker in color than those animals. Their bodies are almost mouse-colored, their horns and feet are white. Their milk is principally used for butter-making. The resulting product finds a ready sale throughout Europe and commands the highest prices. The Schweizer-käse, with which we are familiar, is derived from the milk of the mountain animals, which are of the greatest interest to the Summer visitor. Apparently no mountain is too high for them or path too steep. They have two horns that grow from the top of the forehead and then turn back. I could not understand why a Prussian went into spasms of delight over one of these hills that was half white and half black until I learned that the combination represented his national colors.

Receiver for Oregon of Honor.

BOSTON, Aug. 12.—Henry A. Wyman was today appointed receiver of the Supreme Court of the American Legion of Honor, a beneficiary organization with headquarters in this city. The Insurance Commissioners allege that the condition of the organization is such as to render its continuance hazardous to the public.

TICKETS FOR OCEAN BEACH.

Season tickets Portland to any point on the coast are on sale at the excursion ticket office, 215 Broadway, Portland, only \$2.50. Tickets and berth reservations at R. & N. city office, Third and Wash-