

NIGHT SCENES ON THE TRAIL

WHERE MIRTH AND FROLIC AFTER THE STYLE OF ALL NATIONS WILL RULE AT THE FAIR.

NIGHT is not regarded as the safest time for a traveler to "go over the Trail" by those who live in a new country and know the dangers attendant upon such a trip, but the old hunters and trappers of the West will find their experience set at naught by the greenest tenderfoot when the Exposition opens next June. Instead of pitching camp as dusk settles down over the main building, the Trailer will dine at the nearest restaurant and

there on every hand and the combination work its magic change on old and young alike. Intoxication will lurk in the merry laugh of the passerby, and under the glare of the electric light and influence of song and jest the most trivial occurrence will be charged with the spirit of fun.

Money the Open Sesame.

Frivolity will be the password of the Trailer. That and an average pocketbook will carry him through everything along

suave Jew of the Orient will persistently ask passers to buy his wares. Wandering on to the next attraction, the Trailer may again find the dancer, but this time of an entirely new type. The gay ballet girl of Paris will smile at him as she jauntily kicks two feet above her head or whirls lightly about on her toes. As the curtain falls on her gyrations, the visitor will step from France to the plains of the Wild West. A bucking bronco with a yawning rider will be a startling change, but nothing is

BARGAIN DAY RATES TO PACIFIC COAST 1905:



One Way, March 1 to May 15

Omaha and Kansas City to Portland, Oregon, Colonist,	\$25.00
Chicago " " " " "	\$33.00
St. Louis " " " " "	\$30.00

Round Trip, May to September

Omaha and Kansas City to Portland, Oregon, and return,	\$45.00
Chicago " " " " "	\$56.00
St. Louis " " " " "	\$52.50

Correspondingly low rates from other points. For particulars as to exact selling dates, limits, etc., ask any agent of the Union Pacific Railroad or

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Union Pacific Railroad,
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NOTE

By sending 4 cents in stamps to A. L. Craig, General Passenger Agent of the Oregon Railroad & Navigation Company, Portland, Or., you will receive a handsome 88-page book (with map) of Oregon, Washington and Idaho. Four cents will also bring you a beautiful Columbia River folder.



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then "hit the Trail" in search of adventure.

In its 800 feet of length more thoroughfares and streets of various descriptions will be represented than in any similar piece of roadway in the world. The Trailer will find there matches of the Bowery of New York, the bazaars of Turkey, the caravan paths of the Sahara Desert, the jungle roads of India, the picturesque streets of Peking and Tokio, the brilliant cafes of Paris, and at the water end of the bizarre highway the gondolas of Venice and the Indian canoes of America will illustrate the waterways of civilization and savagery.

The music of all nations will mingle with the laugh of the sightseer as he watches the flying feet of the old plantation negro in his immitable Southern jig, or stands spellbound before the graceful undulating movement of the Oriental dancing girl.

Light and music and laughter will be

the line. The latter is indispensable only when the Trailer wishes to see the inside of things, for, as the Italian souvenir-seller will tell him, the Trail is never a Via Dolorosa, but sometimes is a "waya dollar outa."

By using the password, even as early as this, a glimpse of the frisky boulevard may be seen.

Several contracts for shows on the Trail have already been closed and the concessionaries are even now preparing to take their material from St. Louis to Portland. On the Pike in the former city they were favorites with the thousands who thronged that giddy street.

First among these in point of frivolity is the Foolish House, or Temple of Mirth. For pure foolishness, the kind that makes a person double up with laughter and then laugh at himself for doing so, this is the door that the Trailer should enter. It is a good cure for indigestion, for the visitor is first tangled up in a mystic maze of mirrors which show him grotesque images of himself, and then abruptly introduced to casts of faces expressing all stages of imbecility and merriment. The mirrors are convex or concave, and different shapes make the object reflected take on the most absurd appearances that can be imagined. At the end of the journey the visitor steps unexpectedly from a high platform into a spiral slide that is shot to the ground.

Dancers From Many Lands.

Near by the Temple of Mirth will be situated the theater and booths of Fair Japan. Japanese acrobats will do stunts strange to American eyes within mimic gardens that seem transplanted from the Orient. In the theater the dainty Golsa girl will execute the sun dance, the cherry dance, the fan dance and others, to the monotonous chant of the singers. From the booths surrounding the gardens, bits of carved ivory, kimono and Japanese wares will be offered by shy, dark-skinned salesmen, while the scent of burning incense will rise from every counter.

Further along the Trail a scene of complete contrast will be offered by the gaudily dressed natives of the familiar streets of Cairo. Camels and donkeys from the East will be found here waiting for a burden. Others will pass on the run with shrieking girls and young men clinging to the swaying "ships of the desert." In an effort to escape sea-sickness. From the theater will sound the click of castanets and the swift shuffle of dancing feet, where the dancing girls of the East hold sway. Outside again the

strange on the Trail. In the burning cabin, the Indian attack on a stage coach or a battle between the white and

MEMBERSHIP OF FRATERNAL ORDERS IN OREGON.

These Will Contribute to Fraternal Building at Lewis and Clark Fair.

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Independent Order of Odd Fellows.....	11,000
Ancient Order of United Workmen.....	8,748
Rebekahs.....	3,500
Ancient Free and Accepted Masons.....	7,000
United Order of Artisans.....	6,000
Degree of Honor, A. O. U. W.....	5,800
Knight of Macabees.....	5,500
Order of Eastern Star.....	5,500
Knights of Pythias.....	5,172
Modern Woodmen of America.....	5,000
Order of Washington.....	3,200
Fraternal Order of Eagles.....	2,100
Foresters of America.....	2,000
Women of Woodcraft.....	1,500
Ladies of the Macabees.....	1,028
Order of Liberty.....	2,000
Grand Army.....	2,000
Improved Order of Red Men.....	1,500
The Order of Elks.....	1,500
Knights and Ladies of Security.....	1,200
Woman's Relief Corps.....	1,122
Bathbone Sisters.....	1,100
Brotherhood of America.....	1,000
Order of Ponds.....	500
Royal Arcanum.....	450
Ancient Order of Hibernians.....	422
Independent Elks.....	420
Fraternal Brotherhood.....	400
Modern Foresters.....	400
Tribe of Ben Hur.....	350
Royal Neighbors of America.....	300
Brotherhood of American Yeomen.....	450
Catholic Knights of America.....	450
Catholic Order of Foresters.....	450
Order Railway Conductors.....	350
Brotherhood of Locomotive Engineers.....	325
Brotherhood of Locomotive Firemen.....	300
Fraternal Tribuna.....	275
Protected Home Circle.....	200
Various other societies with scattered membership in the state.....	2,000
Total.....	115,748

red men, the scenes of the early days "out West" will recall tales of suffering by the pioneers who made the West habitable. A bit of the unseamly may lie next the

sense of vigorous life, and visions worse than those of Dante affright the timid in the representation of an after world. Here a guide will conduct parties through lofty caves where dreary walls and shrieks come from the darkness. Skeletons will be seen dropping suddenly through the darkness from "nowhere in particular. From clefts in the walls of the caves more skeletons will dash and run among the spectators. Phosphorus lines on dark suits make the wearers almost invisible and aid in this hallucination. Scenes from another world are painted in lighted places and suggest terrible torments. The noise of a rifle will break the weird effect of the abode of the dead and, on emerging from the other world, the visitor will be relieved to see that the animals in the shooting gallery spring up and continue their flight, even after being shot.

A little more commonplace entertainment, but one that never fails to bring excitement, will appear in the shape of a scenic railway. Up and down mimic hills with the speed of a train, past landscaped

and lakes of real water, a drop that leaves one suspended in midair for several seconds, will complete this hair-raising ride. A slide from a height of a hundred feet in a boat that carries the Trailer far out into the lake will make an evening of adventure as varied as it is exciting. Sixteen shows, each with a frontage of 100 feet, are the minimum number that will make up the Trail.

Gondolas and Love-Songs.

To conclude the evening and compose himself, the visitor may hire an Indian canoe at the lakeside, or take a Venetian gondola and drift about in quiet. This concession has been granted. The gondollers will make the evening more romantic by singing love-songs of old Venice. Twenty of these singing boatmen will be sent from St. Louis, where they kept time to their songs with the swing of oars.

Those less inclined to excitement may indulge in a walk around the water promenade or along the Bridge of Nations, rimmed on one side by souvenir and candy booths and on the other by boat landings.

Columbia Southern Railway

Its Territory—Wonderful Story of the Development of Central Oregon—Magic Transformation Wrought By Irrigation—Mecca For the Homeseeker and Investor.

Probably no other section of the Northwest has experienced as rapid development as the territory served by the Columbia Southern Railway, in both the value of its land and products. Fourteen years ago the territory embraced by the boundaries of Sherman County was a part of Wasco County. In the year 1889 Sherman County was set apart from Wasco County, taking in a population of less than 1400 persons and assuming as its share of the latter county's indebtedness about \$15,000. In the less than ten years of its existence, and in three years after the construction of the Columbia Southern Railway, it paid off its indebtedness, built a fine and well-appointed two-story brick Courthouse, and at this time has discharged all of its obligations and has a balance of from \$15,000 to \$20,000 in its treasury.

During the past eight years the relative increase in the value of Sherman County land is from \$2.50 to \$7.50 per acre to \$25 to \$45 per acre, and the aggregate value of products from \$450,000 to \$2,225,000, increasing its population from less than 1500 people to 5500.

WASCO is located 10 miles south of the Columbia River on the line of the Columbia Southern Railway. Since 1897 the population has increased from 300 to 1200, and it is in every respect a modern little city. It has a well-equipped fire department, good water system, one weekly newspaper, two hotels, one public school (graded) and three churches; two flouring mills with a total capacity of 400 barrels per day; two banks, numerous general stores and shops, two livery stables, five grain warehouses with a capacity of 450,000 bushels. It is the trade and financial center for a vast agricultural region. Wasco is the first and only town in Oregon to resort to the use of crude

petroleum on its streets for the purpose of keeping down the dust. About a year ago the city experimented with oil on a short section of street with such success that every public street has been treated, and has been found an entire success in allaying the dust and shedding water.

MORO is the county seat of Sherman County. It is located 27 miles south of the Columbia River on the line of the Columbia Southern Railway. Since 1899 its population has increased from 250 to about 1000, has electric light, good water and sewage systems, well-equipped fire department, one weekly newspaper, two hotels, one public school (graded), and two churches; a number of general stores and shops, representing almost every branch of trade necessary to a rapidly developing agricultural community. It has one flouring mill with a capacity of 200 barrels per day, one feed mill, two lumber yards and one wood-working mill, four grain storage warehouses, capacity about 425,000 bushels. Its location, geographically about the center of the valley, gives Moro an immense trading population.

GRASS VALLEY is located 39 miles south of the Columbia River on the line of the Columbia Southern Railway. In four years it has increased its population from 100 to its present population of 950 and is growing rapidly. It has electric lights, excellent water system, a good public school (graded), one academy, two churches, several general and department stores, a livery stable, a good hotel and four grain storage warehouses with a capacity of 450,000 bushels. The rapid development of the agricultural region surrounding Grass Valley gives it a wide territory from which to draw and is adding daily to its trading population.

KENT is located 53 miles south of the Columbia River on the line of the

Columbia Southern Railway Two years ago nothing but a station platform marked its location. It now has a population of 250 and is growing rapidly, has several general stores and shops and two grain storage warehouses, capacity 275,000 bushels.

SHANIKO is the trade center and distributing point, it being the nearest, or, in some cases, if not the nearest, the most accessible railroad point from Crook, Lake and Grant counties. Its population, about 250, is chiefly engaged by the railroad and forwarding houses. It is the only gateway to the irrigated lands in Crook County, of which 75,000 to 100,000 acres are now under water and ready for settlement. These lands are being settled rapidly; the several companies now engaged on various segregations, aggregating 500,000 acres, are being pushed to their full capacity in order to keep pace with the applications for these lands.

Irrigated Lands.

The farmer in an irrigated country has many advantages over the one who has to depend upon the capriciousness of the weather. Having water available in a ditch or reservoir, the irrigation farmer can turn it on and distribute it when and where it is needed, and in such quantities as experience has taught him will produce the best results. Furthermore, the local conditions making irrigation necessary to the production of crops practically insure immunity from damaging storms during the harvest season and, other things being equal, a crop is assured beyond doubt every season.

The agricultural possibilities of the irrigated lands in the Deschutes Valley have passed the experimental stage, and it has been demonstrated that these lands will grow immense crops of wheat, rye, oats, barley, alfalfa and fruits. The soil, which varies in depth from three to five feet, is composed of pulverized lava and abounds in all the elements necessary to plant growth. When dry it is of a light color, but turns to a dark, rich color when wet.

Every grain or vegetable produced in Iowa or Illinois may be produced here. The soil is rich enough and well adapted to the growth of corn, but the evenings, nights and mornings are too cool.

The yields of cereals, vegetables, grasses, etc., equal the most favored localities in the United States, the quality of all crops or fruits is first-class, and when grown is harvested without loss from rains or storms.

Flax

It is assumed that flax will be largely grown in this territory. The reports of the United States textile experts give to Oregon the first place as to natural advantages for flax-growing. Wild flax grows in various places in Crook County. Of course it is only scattering, but it stands from 24 to 30 inches high, with a vigorous stem, producing flowers and seed, showing that flax as a crop will prove desirable, making a quick cash return. Wherever grown in Oregon, Washington or Idaho, the seed crop has been large, and has proved more profitable than wheat. Where a crop must be hauled a few miles to market there is a great saving in freight, the price for flax being from \$1.00 to \$1.25 per bushel. It does not here receive the Summer showers which in the East give length to the stalk or straw, and therefore it is only grown for the seed, but with irrigation the fiber will be long and valuable. The demand is already large for coarse articles which can be made here from flax, to say nothing of linen goods.

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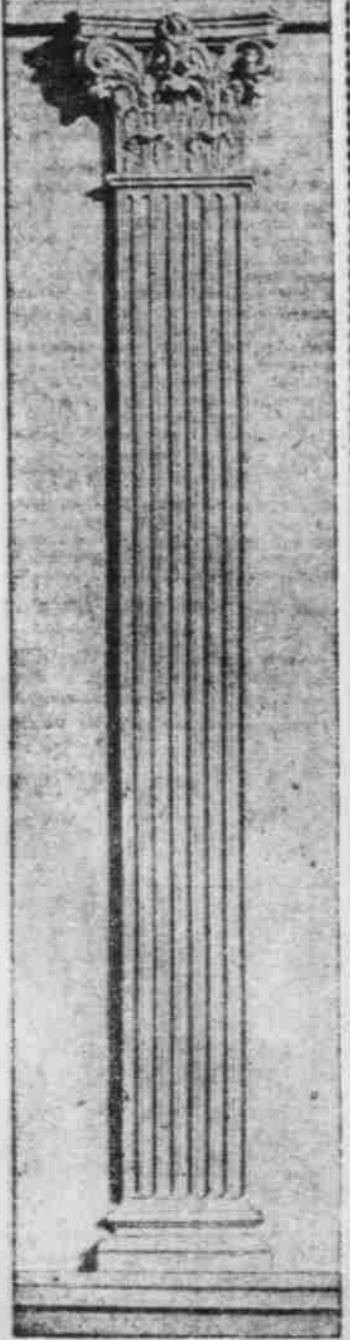
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