

FAIR WILL BLAZE WITH LIGHT

EXPOSITION WILL HAVE MORE ELECTRIC LAMPS THAN WHOLE CITY OF PORTLAND

A NY man who has seen Dreamland at Coney Island can imagine the appearance of the Fair as it will be at night. One hundred thousand electric lamps will make the whole of the grounds light as day and shed a glow on the waters of the river and lake and on the surrounding hills which will be visible for a radius of

with lamps, of which 1500 will be used on the dome and corona alone. On each corner pedestal of the railing which surrounds the Sunken Gardens and on each of those at the head of the broad stairways leading down to the Gardens will be a large post electrolite of 25 merid- dian lamps of 50-candlepower each, de-

worthless now bring their owners an annual income of from \$100 to \$1500 per acre, and thousands of other acres have been bought for oyster cultural purposes, and are being developed as rapidly as possible. For years the native oyster has been known far and wide for its delicate flavor, and it was always in prime favor



ORNAMENT ON APEX OF ARCHWAY, EUROPEAN BUILDING.

miles. Every building will be outlined with lights, every boulevard and avenue will be lined with them, they will blaze from the Trail and from the Bridge of Nations, casting their reflection on the water, and will twinkle among the foliage of Centennial Park. They will shine through the water which shoots up from

signed to give a spray effect. Around the railing of Lakview Terrace, at the head of the Grand Staircase, are 16 pedestals, which will have similar lamps, and still others will stand on the pedestals in the balustrade of the staircase.

From the terrace there will be a fine perspective view of the Government buildings across the lake, which will have their outlines and those of the colonnades brilliantly marked out with 6000 lamps, while light will flash through the fountains at each corner of the main building and post electrolites will shed a blaze over the garden in front of it and along Roosevelt boulevard and the road to the Life-Saving Station. From the same point hosts of lights will be seen shining from the concession buildings of the Trail and 20,000 lights will be reflected in the water from the Bridge, outlining not only its course, but each one of its arches.

From the Government buildings an equally fine perspective will be afforded of the lake, the line of Gray boulevard marked by post electrolites and the spray lights which will trace the course of the Grand Stairway and Lakview Terrace. Thence the gaze will climb to the blazing outlines of the main buildings, the fountains of light shining along the Sunken Gardens and the 7000 lamps twinkling like fireflies amid the trees and shrubs of the park on the right.

The lighting of the Fair, which has been designed and is being executed by James R. Thompson, the electrical engineer of the corporation, will be one of its most striking and beautiful features, and will be an electrical exhibit in itself. Its extent may be conceived from there being more electric lamps at the Fair than in the whole city of Portland. There are 550 miles of wire, 34 pairs of wires being carried across the bridge under the floor, and 150 transformers are used. The lighting alone will absorb 3000 of the 10,000 horsepower generated at the North Portland electric plant, and the remainder as well as the current generated by two steam turbines of 2000-horsepower, which are to be added to the plant, will be used for power at the Fair.



Ornament on side of Main Arch European Building.

with oysters. A fame fully equal, if not greater, now attaches to the Eastern oyster transplanted to the bays of Oregon and Washington, often called the "improved" Blue Point. The increase in the consumption of these oysters within the past few years is phenomenal. They are commonly known as Toke Points, though the fancy grades have special names.

They have a distribution, in the shell, from Victoria to San Diego, and from San Francisco to Denver, while the frozen oysters, packed in the square panel cans, are extensively shipped to Alaska, the Hawaiian Islands, Japan, China and the Philippines. The transplanted Eastern oyster industry has been farthest developed upon Willapa harbor, or Shoalwater Bay, though to a limited extent upon Puget Sound and in Yaquina Bay. The daily output from Tokeland now amounts to fully 400, and shipments are made from other points to the extent of about 300 per day. When the young oysters already planted reach

HOW HOPGROWERS MAKE MONEY IN OREGON.

Investment per acre—	
Land	\$ 40.00
Clearing and preparing for plants	50.00
Plants and planting	20.00
Posts, wires, etc.	20.00
Implements	10.00
Total	\$140.00
Annual expenses per acre—	
Flowing and cultivating	\$15.00
Stringing	1.00
Spraying	2.00
Picking	40.00
Hulling	2.00
Storage and insurance	1.00
Hauling to railroad	1.00
Interest on capital invested	15.00
Total	\$87.00
Crop, 800 pounds, at 25 cents (1904 price, average)	\$200.00
Profit	\$113.00
Average profit for ten years—	
Oregon, September	.15
Average profit for ten years, per acre	\$12.50

the many fountains and pours over the cascades. The buildings themselves will be closed at 6 o'clock in the evening, but the illumination of their exterior and of the grounds and the shows on the Trail and the Bridge will furnish ample attraction for the merry-makers and sightseers. On entering one will see first the Public Shelter, like a giant, luminous umbrella; beyond it the Colonnade and on each side the Administration Buildings outlined with 1000 lamps. Pacific Court will have large pillars of light, and to the left the Oregon Building and in front, for the whole length of Lewis and Clark boulevard, the main fronts of the main exhibit buildings will shine forth outlined in light. The great arches of the entrances, the cornice and apex of the roof of each building will be defined with myriad lamps. Streams of light will flow down every tower and turret and mark every rib in the huge dome of the Agricultural Building. The corona on its apex, even to the ball on its topmost point, will be studded

Oyster Culture

Transplanted From East— Divide Favor With Natives

OYSTER-GROWING in Oregon and Washington has been developed during the past few years with wonderful strides until it has become one of the important industries of the Northwest. Hundreds of acres of tide lands that a few years ago were considered almost

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Yellowstone Park Line

—TO THE—
Lewis and Clark Exposition
—THE—

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maturity, the business will be quite extensive.

Notwithstanding the increase in the output of Eastern oysters, the small Pacific Coast oyster is still in high favor, and the demand for it is constantly increasing. Recent statistics give Willapa Bay a production in natives of 100,000 annually, while the output from Puget Sound is about 170,000. Shipments aggregating over \$1000 weekly are going out regularly from Willapa Bay, while from Yaquina Bay, Oregon, are sent what many judge to be the best flavored of the native oysters, and the output of that harbor is eagerly sought by caterers all over the Coast.

In the cultivation of oysters, however, all is not sunshine. A crop is not produced without many days and nights of fear and trembling. When winter weather sets in and the southerly gales begin to howl, many thousands of dollars of seeded oysters are often "washed" and sanded within a few hours, and numerous small craft swept out to sea and lost. Fortunately, the balance is generally in the oysterman's favor, with the result that many thriving concerns are engaged

In the business, and a few who have made large sums of money through their sagacity and enterprise.

Ontario Needs Woolen Mill.
Ontario Argus.
It seems to us that a woolen plant and scouring plant in Ontario would pay. In shipping wool the freight is enormous, as freight is paid on from 60 to 75 per cent of the refuse. Even though the cost of scouring here would be a little more than in the East, it would be saved in freight if we had no mill for manufacturing cloth. It is reasonable to suppose that the wool could be cleaned and made into cloth at least nearly as cheaply as in the East. Such an enterprise would be a great thing for Ontario and is well worth the earnest attention of our business men. There is sufficient capital here for such an enterprise, and if it should be found feasible and good reasons for believing that the business would be a profitable one, there would be no trouble in getting the stock subscribed

for at home. We would like to have the opinion of men acquainted with the scouring and manufacturing business.

The Forestry Movement.
Review of Reviews.
The basic principle of forestry is to get the greatest possible use out of the forest. It is opposed to the old idea of lumbering by cutting the forest clean, leaving behind a mass of debris, for fire to complete the destruction. It is also opposed to the sentimental notion that the forest should be retained as a thing of beauty and is best treated when left alone. The forester contemplates the forest as a crop, just as the farmer does his wheat and corn, to be harvested when ripe, but in such a way as to get a profitable return and at the same time perpetuate the crop. This is the principle back of the forest movement in the United States, and it is to spread this idea, particularly among those persons who have the greatest need of forest products, that this congress is called. It is the greatest single effort yet planned in

this country to instill in our people the lesson that certain European nations took to heart several centuries ago in connection with their forests, which they turned from threatened destruction into a national asset, while still older countries failed to heed a like warning of disappearing forests and became arid and fruitless. It is to teach the people to take home to themselves that part that the forest plays in their daily lives that this and previous forest meetings of a National character have been arranged to point out to them that reckless lumbering and the denuding of steep hill-sides have much to do with bringing the disastrous floods of recent years, such as the one in the southern Appalachian Mountains, where \$15,000,000 worth of property was destroyed in two weeks. It is known that forest fires in the United States annually destroy from \$25,000,000 to \$50,000,000 worth of timber and other property. The purpose of the forest movement is to avert these tremendous disasters by stamping out the multitude of lesser evils that unite to cause them.

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PORTLAND CONSOLIDATED RAILWAY COMPANY

OPERATES OVER 110 MILES OF TRACK. FULL EQUIPMENT, 275 CARS

This Company furnishes transportation to all sections of the city and suburbs; also to Vancouver, Wash., via steam ferry crossing Columbia River.

The consolidation of the properties of the Portland Railway Company and the City & Suburban Railway Company, which was consummated in November, 1904, brought together in one street railway system properties which had originally been owned by nine different companies, which had in turn passed through various forms of reorganization until finally the consolidation of the two companies brought them under a single management.

During the past two years the two companies have been doing a large amount of heavy track-work, until the main business streets of the city are practically furnished with new tracks, built of heavy grooved rails, weighing from 85 to 91 pounds to the yard, laid on a solid concrete foundation, and paved with stone blocks, thoroughly grouted in; a form of construction, both in style and workmanship which is second to none in the whole country.

The Consolidated Company will follow the practice of the two companies from which it was formed, and continue to build its own cars and trucks. The cars which have been manufactured in this city have been a surprise to all visitors, both in quality of workmanship and finish, and in the beauty and utility of the design.

During the past few years the consolidated system has had nearly half a million dollars per year expended on improvements and extensions to its track and on new equipment, with the result that Portland has a street-car system which compares favorably with that of any other city of 150,000 inhabitants.

During the year 1905 it is planned to expend about the same amount on betterments to roadway and rolling stock.

PORTLAND HEIGHTS LINE

During the past year the new line to Portland Heights was opened, succeeding to the former cable line to the same place, and now new, modern electric cars are operated from the business center of the city to an elevation of nearly 800 feet above the harbor. From numerous points on this line unrivalled views can be obtained of the City of Portland, the harbor and bridges, and also the adjoining country and the Columbia River, while in the distance may be seen the whole of the Cascade Range, with the perpetual snow-capped peaks of Mount Hood, Mount Adams, Mount St. Helens and Mount Rainier towering over a mile above the summit of the main range. This view is unsurpassed for beauty and variety, and when once seen will never be forgotten.

TRIPS OF INTEREST OVER THE LINES OF THE CONSOLIDATED COMPANY ARE AS FOLLOWS:

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MOUNT TABOR. RIVERVIEW CEMETERY. COLUMBIA RIVER BEACH. VANCOUVER BARRACKS

The service given is from three to 20-minute headway on all lines excepting that to the Columbia River and St. Johns. One FIVE CENT FARE to all points, excepting Columbia River and Vancouver. OBSERVATION CAR for Tourists also operated during the Summer months. Cars modern and commodious. Cars can be chartered for trolley and other special parties.

GENERAL OFFICES—MOHAWK BUILDING, Third and Morrison Sts., Portland, Oregon