

## GREAT FAIR IN 1905

### Oregon Historical Society Starts the Movement.

#### OTHER "OREGON" STATESASKED

Dr. John McLaughlin Criticised by Mr. Minto—Charming Paper by Mrs. Wilson—Annual Reports and Election of Officers.

The Oregon Historical Society, recognizing in the Lewis and Clark Expedition to the Pacific Coast not only the only one, on the Pacific Coast, but also an event of the highest practical value, both disclosing the worth and resources of the vast region traversed and constituting one of the strongest links in our chain of title to the "Oregon Country," as it was formerly known, and deeming that the approaching centennial anniversary of this occupation of Oregon soil in the highest degree merits commemoration with becoming acts and ceremonies:

Resolved: That this society will undertake to erect during the year 1906 on the site of Fort Clatsop an imposing and enduring monument to this great achievement in our National history and to the memory of the brave men who accomplished it;

That in connection with the erection and dedication of this monument the society recommends the holding of a Northwestern Industrial Exposition at the City of Portland, which shall fittingly portray the progress and wealth of the region with which this expedition is inseparably connected, and its relationship to the other states of the Union, as well as to foreign countries;

That the Governor of Oregon, be and he hereby is, requested to submit to the approaching session of the Legislative Assembly of the state on the part of the society and to urge upon that body a cordial and effective support of the movement contemplated, and that the president and secretary of the society publicly invite the people of this state to co-operate in the accomplishment of the ends in view;

That the Governor of Oregon, be and he hereby is, requested to transmit to the Governors of the States of Washington, Idaho, Montana and Wyoming, which have completed, in whole or in part, the "Oregon Country," a copy of these resolutions, with an invitation to the people of said states to participate in the objects above set forth, and that he request each of said Governors to submit his communication to the next ensuing session of the Legislative Assembly of the respective states for consideration and action;

That the secretary communicate to the Senators and Representatives of the Congress from Oregon and the other states above named this action of the society and solicit their advocacy of such Congressional aid in the accomplishment of the purposes above set forth as may be available.

The foregoing resolution by L. B. Cox was adopted by the Oregon Historical Society at its annual meeting in the lecture-room of the First Congregational Church yesterday afternoon. There was no discussion of the question, but a round of applause followed a very decisive vote, that plainly said no words were necessary to express unequivocal endorsement of the project. As commemorative of a historical event of National significance and uniting healthy sentiment with practical utility the peculiarness of such action was recognized and received hearty approval.

#### Secretary's Annual Report.

In the absence of President H. W. Scott, Vice-President C. B. Bellinger presided at yesterday's meeting. There was a large attendance. After the reading and approval of the year-old minutes, Secretary Young presented his annual report, the chief part of which follows:

"Several new lines of activity were entered upon by the society at the opening of its second year. One of these was an attempt to take systematically and thoroughly the reminiscences of a few of the earliest pioneers—those in whose minds were still fresh the vicissitudes of the life of the mountain trapper, the experiences in crossing the plains when the transcontinental trail was first being opened, the adventures of fur trading expeditions, the relations of double sovereignty over Oregon and the Indian territory connected with the general exodus to California and mining life in 1845 and 1846. H. S. Lyman, as the representative of the society, went among the patriarchs of the community and around French Prairie, where Oregon was cradled. Some of the fruits of his work have appeared in installments in the successive numbers of the Quarterly. In the story of each one so far published—that of Mathias, Labonte, Congrove and Case—there is a vivid illustration of a distinct pioneer type, and an emphasis upon some forgotten phases of life in early Oregon. This period of earliest Oregon is peculiar in that the main dependence of its historians must be upon reminiscences, and no reminiscences are more thrilling and instructive than those of an early Oregon pioneer.

"In the light of these considerations we are painfully conscious that this work of securing in enduring form the historical wealth that the memories of our representative pioneers hold is not progressing rapidly enough. But with new funds in this activity will be resumed on a scale commensurate with its importance.

"The committee on memorials has performed services of conspicuous merit in fixing and marking the exact location of such historic spots as the site of Fort Clatsop, the Winter quarters of Lewis and Clark in 1806-7; also the site of the calm on the beach where they were slain. As all traces of the fort had long since disappeared a most critical and exhaustive array of evidence was adduced to identify these localities. His Excellency, Governor Geer, and other representatives of the society, undertook the locating of the spot where the successful meeting for organization was held on May 2, 1843. Under the guidance of P. X. Matthews, the only surviving participant in the organization of the provisional government, they drove a stake

## FOR BUSINESS ONLY

### Forecast of Work of Washington Legislature.

#### NO SENATOR TO BE ELECTED

Creation of Railroad Commission, Direct Primary Law and Liquor Legislation Are Most Important Matters That Will Come Up.

SEATTLE, Dec. 15.—The coming session of the Washington Legislature gives promise of being less interesting than any of the sessions which have preceded it. This is due to the fact that for the first time in the history of the state the Legislature will not be charged with the duty of electing a United States Senator, and politicians and the public generally are not looking forward to the session with that same degree of interest which they have manifested in the past. The fact that the Legislature has no Senator to choose, however, may result in the passing of laws fraught with great consequences for the future. Some matters are being discussed which, if an attempt is made to crystallize them into legislation, may result in the session being more important than any of its predecessors.

Briefly stated, these matters are: First, the creation of a Railroad Commission; second, the passage of a direct primary law; and, third, liquor legislation. Naturally, in view of the issues of the recent states campaign, the matter of railroad legislation is the most absorbing of these three subjects, although as yet the press of the state has devoted but little attention to it.

#### Railroad Commission Seems Certain.

It is generally believed that the whippersnappers of Eastern Washington favor the creation of a Railroad Commission. They have never been given the opportunity to express themselves directly on this point, but in the recent campaign both parties recognized the existence of this alleged sentiment, and both candidates for Governor pledged themselves, if elected, to use all their efforts for the passage of a bill creating a commission. Unfortunately for Mr. Pringle, the Republican candidate, he had voted against the passage of a commission bill while in the State Senate. On the other hand, Governor Rogers had established the record of being favorable to the commission idea. Either for this reason or some other, Whitman County, the center of the wheat-raising district, gave Governor Rogers over 1000 majority in the election. In his message to the Legislature Governor Rogers has undoubtedly recommended the creation of a commission. The matter is a hobby of his, and he is enthusiastic over what he regards as a revolutionary idea. He has been meeting with the approval of his voters.

The Governor is said to favor giving the commission absolute power to regulate rates and fares, without being subject to legislative or judicial interference. He would have the commission appointed by himself, and subject at any time to removal. In 1897 he favored a slightly different plan. He then advocated the limitation of the commission's powers by the Legislature, but a bill creating the commission with that limitation failed of passage.

In recent conversations with friends, the Governor has expressed the belief that the railroads themselves will not oppose the creation of such a commission, which he has suggested. In 1897, when the matter was last before the Legislature, the railroads did oppose the passage of the bill very strongly, and, despite the Governor's optimistic view, it is only the truth to say that up to date they have never made any public announcement of their conversion from their former view. Until the roads themselves give assent to the passage of the bill, the public generally will incline to the belief that they are still opposed to it.

Another thing which the Governor will have to contend with in his fight for the commission will be the natural disinclination of the Republican majority in the Legislature toward creating any more offices for the Governor to fill with Democrats—particularly such important places as Railroad Commissionships. Already there are mutterings in the Republican camp about the patronage at the disposal

## COST OF A RAILROAD

### Estimates for the Line to Nehalem Bay.

#### TWO INDEPENDENT ROUTES

Saving of Cost Could Be Made by Junction With Other Roads to Get Into Portland, but Grades Would Be Objectionable.

It would cost less than \$1,000,000 to build a standard-gauge railroad from Portland to Nehalem Bay, with a branch 10 miles long to Vernonia, in the Upper Nehalem

## TRADE OF CUBA.

### Imports and Exports for the Fiscal Year.

#### WASHINGTON, Dec. 15.—The Division of Insular Affairs, War Department, makes public a statement of the trade of Cuba for the fiscal year ended June 30, 1900. Merchandise to the value of \$7,681,157 was imported during the year, composed in the greater part of food products and manufactured articles. Of these total imports, \$4,347,098 worth came from the United States. The imports from the United States amounted to \$1,511,337, and over \$5,000,000 worth came from Central and South America. The total importation, including gold and silver, was \$7,599,513. It is set forth that since the date of American occupation, June 17, 1898, up to the end of the last fiscal year, imports to the value of \$113,446,000 have entered Cuba. The value of exports of merchandise from Cuba during the last fiscal year, most of which were products of agriculture, is set down at \$4,228,345. The total exportation of gold and silver amounted to \$4,153,306. The exports show:

To the United States.....\$5,331,529  
To Porto Rico.....\$1,380  
To the Hawaiian Islands.....\$1,028  
The total exports from the island since it passed into the possession of the United States amounted to \$5,332,937.

## BILLS TANGLED UP

### Ship Subsidy Complicates Canal Legislation.

#### BOTH MAY BE DEFEATED

Opponents of the Shipping Measure Using the Treaty to Prevent a Vote Being Reached—Attempt to Reach an Agreement.

WASHINGTON, Dec. 15.—The ship subsidy bill, which has tangled up the Nicaragua canal bill, and the opponents of the subsidy are using the Hay-Pauncefote treaty for the purpose of prolonging debate and staving off any possible vote on the shipping bill. It looks now as if some agreement would have to be reached that the shipping bill would not be pressed at this session in order to secure action on the Nicaragua canal bill.

#### POLICE SHAKE-UP.

##### Chief Devery Makes Changes in the New York Force.

NEW YORK, Dec. 15.—A big shake-up of police officials was announced at police headquarters today. The transfer included a number of Deputy Inspectors and Captains, including Captain McCluskey, of the Detective Bureau, who is replaced by Captain Lippa, of the Eldridge-street station. Captain McCluskey goes to the Grand Central railroad station; Captain Stephen O'Brien, whom the commission under Mayor Strong had in the Detective Bureau, and who since been stationed in the Bronx, is sent to take Captain Lippa's place in the "red-light" district. Captain Thomas, of the tenderloin, was not disturbed. The reason given for the shake-up was that it was "for the good of the service." Chief Devery made the changes without orders from the commissioners or consultation with them. Every one at headquarters was astonished by the shake-up.

#### SUMMARY OF IMPORTANT NEWS.

##### Congress.

The ship subsidy bill has tangled up the canal bill. Page 1.  
The House passed the war revenue bill. Page 2.  
The Senate agreed to consider the Hay-Pauncefote treaty. Page 3.

##### China.

Lulloch's expedition failed to find the Chinese treasure. Page 13.  
A large Boxer force is approaching Pekin. Page 13.  
England has not agreed to the joint note. Page 13.

##### Foreign.

The German Reichstag has adjourned for the holidays. Page 3.  
Clements explains his defeat. Page 10.  
The man responsible for the Magellan disaster will be called to account. Page 13.  
The British show little interest in Nicaragua Canal matters. Page 13.

##### Domestic.

Elkes and McFarland won the six-day race. Page 3.  
A traffic alliance has been formed by the Northern Pacific, Great Northern, Erie and St. Paul. Page 3.  
Gompers was re-elected president of the Federation of Labor. Page 13.

##### Pacific Coast.

Forecast of work of Washington Legislature. Page 3.  
Governor Geer names three delegates to represent Oregon at National Livestock Association meeting. Page 4.  
Coming reports of Oregon's Secretary of State and Treasurer will be less complicated than usual. Page 4.

##### Commercial and Marine.

Big dividends and interest disbursements due January 1. Page 23.  
Weekly bank statement is quite favorable. Page 23.  
Portland wheat exports nearly 1,000,000 bushels last week. Page 23.  
Monmouthshire clears for Orient with big cargo. Page 9.

##### Portland and Vicinity.

New propeller Athlon launched. Page 8.  
German schoolship H. S. Charlotte ready for sea. Page 8.  
Oregon Historical Society resolves on fitting centennial celebration of Lewis and Clark's expedition in 1906. Page 1.

##### Special Features.

Society in and out of town. Pages 14 and 15.  
Books and miscellany. Page 14.  
"The Drama." Page 17.  
"Tricks and Twists of the Lariat." Page 25.  
"Quiet in Local Circles." "Pursuits of Pugilists." "Eugene Wanted a Game." miscellaneous sporting items and illustrations. Page 25.

##### "Turned Down Very Hard!"

"Rogers Evens Up Things." "His Last Words on Earth." "Poems Worth Reading." humorous miscellany. Page 25.

##### "Lost in a Snowy Waste!"

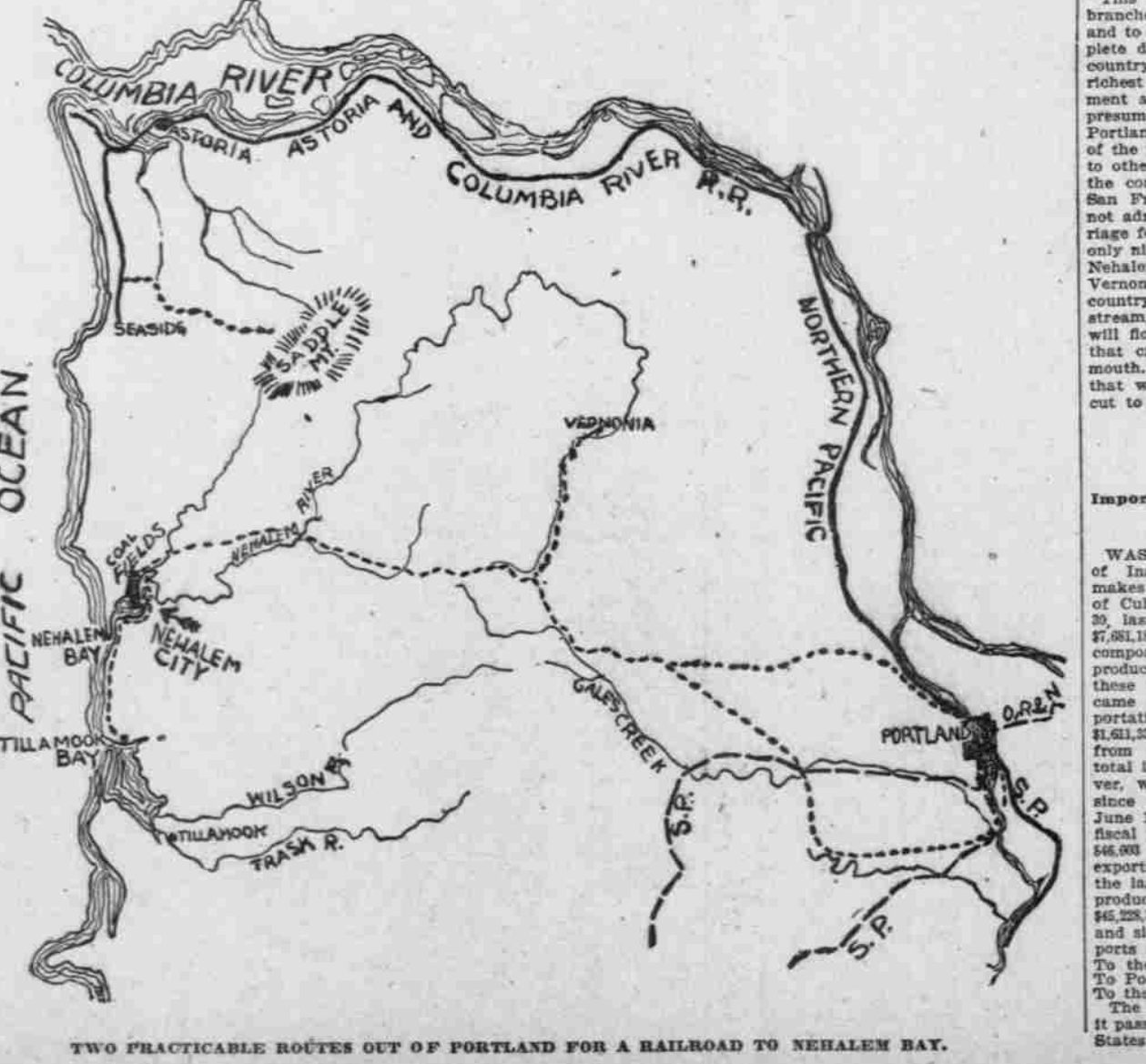
"Polly Hath Its Reward." children's miscellany. Page 25.  
Fashions and "Wonders." "Pun Are All the Rage." "What to Wear Playing Golf." "Lends Aid to Happiness." miscellany. Page 25.

##### "Carpenter in the Orient!"

"Modern South Sea Kings." miscellany. Page 25.  
"Norman Holt," serial, by General Charles King. Page 25.

##### "Armies of the Ailes in China?"

"Work of Women of the Future." "Modern Sun-Worshippers." "The Latest Fads of the World." "Shoots a Briton to Hell!" miscellany. Page 25.



TWO PRACTICABLE ROUTES OUT OF PORTLAND FOR A RAILROAD TO NEHALEM BAY.