Busy Day at The Oaks.

The unusual crowd attracted to The

The unusual crowd attracted to The Oaks by the swimming match and the presence of this great number of hables and their attendants, made the day an unusually busy one at this popular amusement resort, and even the mothers who were disappointed in getting prizes for their little ones expressed the hope that such an occasion would be repeated frequently, as everyone had a fine time—the babies especially.

OREGON RAILWAY HISTORY

ARTICLE BY JOSEPH GASTON IN

HISTORICAL QUARTERLY.

Writer Shows Genesis and Develop-

ment of What He Terms the "Oregon System."

Joseph Gaston contributes to the June number of the Oregon Historical Quar-terly an interesting article on "The

Genesis of the Oregon Railroad System,"

history of railroad construction in Ore-

the development of "the Oregon System,"

the development of "the Oregon System," as he terms it, from its Inception in the subscription of Jackson County people to a fund to make a survey for a railroad from Jacksonville to Portland, to the completion of the framework of this system by Henry Villard in connecting the constructed Oregon road with the completion of the Northern Pacific in 1888, and gives to Mr. Villard the credit of the original idea of this Oregon system and its successful execution.

It is exceedingly interesting to note from what small beginnings this great Oregon railroad system, now composed

Oregon railroad system, now composed of more than 2000 miles of main and branch lines in Oregon, Washington and Idaho, took its start in what was in 1863

and incidentally gives some of the early

In this article Mr. Gaston traces

## MONEY'S WORTH AT STATE FAIR

Officials Tell What Salem Is Preparing for Sept. 11, 12 and 13.

\$17,000 PUT ON GROUNDS

Grand Total of \$25,000 in Purses and Premiums, All the Usual Attractions and Great Number of New Ones.

W. H. Downing, president, and F. W. Durbin, secretary of the Oregon State Fair Association, were in Portland yes-terday, arranging for a convention of the Oregon Development League at Salem for September 11, 12 and 13. This meeting will occur during the time of the Oregon State Fair, which will be held September 10 to 15, inclusive. Sessions of the convention 15, inclusive. Sessions of the convention will be held during the daytime and will be in the Auditorium building of the State Fair grounds. Delegates from every development league in the state and from many in adjoining states are expected to attend. Delegates from the Portland Development League will leave this city September 1 to attend the convention at Boise, and members of the Boise League

Boise, and members of the Boise League will accompany them on their return direct to Salem.

Officers of the Oregon Development League, in conference with officers of the Oregon State Fair, have agreed upon John H. Albert, president of the Capital National Bank of Salem, as chairman of a local committee of 60 to work in conjunction. tion with the Oregon Development League, the Oregon State Fair and the Greater Salem Commercial Club, in making the meeting of the league, September 11, 12 and 13 a great success. The officers are very sanguine in their expectations of a great fair this year. President Down-

\$17,000 on Grounds and Buildings.

Last year although the state appropriated \$15,000 for that purpose, no state fair was held, as the officers feit that, in justice to Portland and the Lewis and Clark Fair, everything should be centered in Portland, and Instead the \$15,000, together with about \$2000 more this year, or in all about \$17,000, has been expended upon the ground and buildings. As a result, everything is in better shape to make the fair norse convenient and pleasure. make the fair more convenient and pleasant. The pavillon has been enlarged and are in readiness for operation and will the camping grounds improved. The oak begin to turn out steel tomorrow. This grove has been trimmed and the trees whitewashed. A complete sewerage system covering the entire extent of the grounds has just been installed. Four new wells have been driven to good depths and four good pumps have been installed.
One windmill has also been provided for supplying the campers with water. The sanitary conditions will be the best possible.

On the Racetrack-100 Steeds.

HE DALLES, Or., Aug. 25.—(Special.)-Milo M. Cushing, who died Tuesday night at his residence in this city, from point of residence was the oldest citizen of The Dalles. Since 1552 he had lived in and near by the town, and in

those years had won and held the respect

sulted from his advanced age.

state. People visiting the Oregon State Fair get more for their money than those of any other state. Our single admission fee admits them to the grounds, to all exhibits, to the grandstand at the races and every evening to an entertainment at the Auditorium, where the best talent that can be secured furnishes three solid hours of enjoyment.

hours of enjoyment.

"There is a grand total of \$25,000 in purses and premiums, among which is a list of eight prizes aggregating \$1200 for the best county agricultural exhibit. Six counties have already entered this contest. They are Linn, Lane, Marion, Benton, Columbia and Jackson.

"All the usual attractions and many new ones will be exhibited. Many outside features and sideshows, some of which have recently been at The Caks, will be present. A milking machine in actual operation every day will be one of the features.

"Last year everything was centralized in Portland and no state fair was held. This year the state fair is the only attraction. Inasmuch as the managen traction. Inasmuch as the management of the state fair in giving premiums stimulated a rivalry among the breeders, and thus improved their herds by importing the best stock money could buy, they contributed largely toward the success of the Lewis and Clark Exposition and enabled Oregon breeders to come to the Exposition, and in competition with the best stock in the world to carry off the best stock in the world to carry off their share of honors, we feel that the people of Portland should visit the state fair in large numbers and do everything in their power to make it a success. "The Development League, Commercial "The Development Desgue, Club and Board of Trade are working in unison with the fair officials and will endeavor to make the present year's attendance larger than ever before.

Not Just a District Fair.

"It is not a Salem fair, but a state fair. Reduced rates will be given all week, but on Portland Day, Thursday, September 13, a round trip fare of \$1.50 has been arranged for, which will also admit to the grounds." Judge William M. Colvig, of Jackson-

ville, who is remembered by all the busi-ness men who participated in the excur-sion that visited Jacksonville last Win-ter as having delivered the most interestter as having delivered the most interesting and intensely humorous speech heard
during the successful Southern Oregon
trip, will respond at the meeting of the
Oregon Development League, which is
to be held at the State Fair grounds in
Salem, to "Early Days in Southern Oregon." He appears on the programme
Wednesday afternoon, September 12. G.
B. Dennis, chairman of the publicity
promotion committee of the Spokane
Chamber of Commerce, will also be
among the speakers. Wilbur K. Newell,
president of the Oregon State Board of
Horticulture, is selecting some good Horticulture, is selecting some speakers to participate in the

FINAL STEEL TEST BEGINS

Dr. Day, Smelter, Will Start Grinding Out Product Tomorrow.

Electric and refining smelters at the experiment station of the United States Geological Survey at the Fair Grounds will be the great test of the practicability of producing steel in the Northwest from black sands.

Ever since Dr. David T. Day, who has charge of the station, has been in Portland, he has been at work upon the electric smelter and refining plant. When it is in operation he will be able to determine exectly how much it will cost to manufactur, steel in this part of the country from the iron ore found in the black sands.

Last year Dr. Day announced conclusive proof that steel can be made from the iron of the sands, but did not ascertain just how much expense it would entail.

Harriett Murton, Three Years Old, Takes First Prize.

JUDGES' DELICATE TASK

Beverly Traglio, Bert Wallace, Violet Beaullist, Margaret Cramer, F. Harris, C. Paulson, C. Cheyney Get Prizes.

The babies held public attention at The Oaks yesterday, and mothers and nurses were out 215 strong with their young charges, each competing for the beauty prize. Manager Friedlander wors almost as puzzled an expression as Dan McAllen did on the occasion of Baby Day at the Lewis and Clark Exposition, but

AWARDED FIRST PRIZE AS PRETTIEST BABY.



Harriett Murton,

Harriet Murton, daughter of Mr. and Mrs. George T. Murton, of 86 East Nineteenth street, city, took first prize as prettiest baby at The Oaks yesterday. Her age is 2 years and 5 months. She was also awarded a prize and diploma at the Lewis and Clark Baby Show.

It is hoped that the aftermath of the baby ity on the impossibility of pleasing more than one mether at a time when it comes to a question of her baby's good looks.

Manager Friedlander was wise, however, and shifted the responsibility to a group of unmarried judges, choosing the concessionaires for this delicate piece of work, and all mothers who are not satisfied with the awards are respectfully reminded that the poor men were not married—never had children of their own, so

"We have now over 100 horses in training, and the racing will be the best ever seen on an Oregon track. Yesterday Zolook, the great pacer, when taken out slone, paced a mile in 2:05 without effort. Besides the horses now in training, 150 runners will arrive next week. Among the special features will be a trotting race amongst the 2:17 class for a purse of \$200, and a contest between 2:15 pacers for a like amount.

"Despite the fact that the space of our pavilion has been doubled, every inch of floor space, both inside and outside, is floor space, both inside and outside, is already taken, and all indications point to already taken, and the basis of the angle and take that the poor made from the riced can be made from the riced and be an acan be trained to take that the poor made from the riced and be no

branch lines in Oregon, Washington and Idaho, took its start in what was in 1863 a remote, inland and Isolated region in Rogue River Valley. And it is no more than justice to Jackson County and to its courageous and far-seeing pioneers, who contributed from their limited funds the means to start a far greater enterprise than they conceived of, that their efforts should be duly and fitly recognized in the permanent history of the state. And to this end Mr. Gaston has not only incorporated the names of the originators of the Oregon & California Railroad in his article in the Historical Quarterly, where they will be preserved for all time in honorable remembrance, but he has placed in the archives of the Oregon Historical Society the original subscription paper with the genuine original signatures thereto, a copy of which is given herewith:

The following subscriptions are received for the purpose of paying in part the cost of making a preliminary survey for a railroad route, connecting the Pacific Railroad in California with the City of Portland, Or.

We the undersigned subscribers, agree Passing of One of The Dalles' Oldest Residents

a railroad route, connecting the Pacific Railroad in California with the City of Portland, Or.

We the undersigned subscribers, agree to pay the amount hereunto subscribed by us, for the above purpose, to S. G. Ellot on demand by him. On the final organization of the railroad company it shall be optional with the undersigned to become stockholders in said company to the amount subscribed by each at the rate of \$16 per share, with the privilege of one vote to each share, or not.

If they choose to become stockholders as above, they each shall be credited on the books of the company for the full amount subscribed by each. If they do not become stockholders, said company, as soon as able shall pay them back the amount subscribed by each.

October, 1803.

Subscription List.

Subscription List. Emerson E. Gove,
M. Riggs,
William Wright,
Frederick Heber,
S. D. Vandyke,
John Coleman,
Joseph A. Crain,
J. T. Gienn,
William Hesse,
H. A. Breitbarth,
John S. Herrin,
J. Gaston,
McLaughlin & Klippel,

C. Boxlery,
John Robison,
D. B. Stearns,
G. Nanylor,
John Houlton,
M. Michelson,
R. R. Hargadine,
E. Emery,
Lindsay Applegate,
O. C. Applegate,
John Murphy,
Wagner V. McCall,
J. C. Tolman,
P. Dunn. Dunn. H. S. Hyde.

McLaughlin & Klipel,
John E. Ross,
Aaron Chambers,
Haskell Amy,
Alexander French,
Albert Bellinger,
James Thornton,
Woodford Reames,
H. Aumerman,
E. K. Anderson,
D. P. Anderson,
Wm. H. Herriman. History of Railway Development.

Mr. Gaston shows in his article in the Historical Quarterly how this original movement and subscription was followed up by connected and continued efforts by parties connected therewith, until the land grant was secured from Congress and companies organized in pursuance thereof and the railroad built from Portland through Rogue River Valley to the state line. His article contains also interesting notices of the leading men from time to time connected with this ratiroad development - Ben Holladay, Henry Villard, Richard Koehler, Colonel Chapman, B. J. Pengra and others.

VERNE'S DREAM SURPASSED.

From Liverpool to Hongkong in Thirty-one Days.

The work of the railroads to annihilate distances and make the world smaller goes steadily on. The 80-day schedule for a trip around the world mapped out by

trip of 3077 miles in 90 hours, which will be the best time ever made between the two points.

Upon the arrival of the mall at Vancouver it will be put aboard the Canadian Pacific's Empress line of steamers for the Orient. The present schedule of 22 days to Hong Kong will be reduced to 21 days, making the delivery of a letter posted in Liverpool a matter of 31 days to Hongkong.

# The "Eclipse" All-Steel Range

THE "QUICK BAKER"

Biscuits Within Twenty Minutes After Lighting the Match

The "Eclipse" is a standard high-class range, and is sold at a price \$20 less than other ranges of its class. Yes, you save \$20 in cost by taking the "Eclipse.

We have held the exclusive agency for the "Eclipse" Range for the State of Oregon for the past 15 years, and have sold thousands of these great ranges during that time. In all that time we have never been asked to TAKE BACK an "Eclipse" on account of its failure to BAKE—

for it's a famous baker. The "Eclipse" Steel Range is built for us by the "Eclipse" Stove Company, of Mansfield, Ohio, the great stove center, and come to us in CARLOAD LOTS. This is why we are enabled to sell you a \$65 range for \$45.

We guarantee the "Eclipse" for 15 years, replacing any part that should break in that time.

A \$1.00 DEPOSIT

as a guarantee of good faith—that you really mean business secures one of our great "Eclipse" Steel Ranges. We deliver and install the "Eclipse" in your kitchen for that one dollar; then, if the range proves to be all we claim for it and is perfectly satisfactory to you, then you pay us

\$1.00 A WEEK

It costs us about \$5.00 to deliver and install an "Eclipse" Range, but Our confidence in the "Eclipse" is so great that we are perfectly willing to entail this trouble and expense for ONE DOLLAR. We know our range and are confident that you will be glad to keep it once you try it.

THE PRICE IS ONLY

\$45.00

\$1 DOWN \$1 A WEEK

Carpets! Carpets!!

See our new arrivals in Carpets. Splendid values, exclusive patterns. Allow us to figure on your Carpet and Shade work. Remember, you are welcome to credit here. Your terms are our terms.

Sewing Machines, 50c Weekly

We have received a new shipment of our great Sewing Machine and renew the offer to place one in your home on the payment of one dollar, then



## Gevurtz & Sons

173-175 First Street

219-227 Yamhill Street



changes, and they will become effective

Fort Barry Buildings Finished.

Ings of the new Army post at Fort Barry are now finished. In this new acquisition to the War Department the Government has expended \$250,000. It will soon be occupied by the troops of the coast artiliery that are to have charge of the great guns which will command the entrance to the harbor.

The post consists of two big barracks for the collisted men, a hospital, seven quarters for the officers, two large stew-SAN FRANCISCO, Aug. 25.-The build-

ards' quarters, two big storehouses, two sets of quarters for noncommissioned officers, wagon sheds, stables and corrais.

Rich Insurers Paid in Full.

We Have Acquired Valuable Options on 868 Acres of Land with River Frontage, Specially Desirable for a

# Manufacturing Plant

Which Will Soon Be Financed. We Need \$25,000.00 to Develop the Proposition Before September 1st. To an Investor or Syndicate Who Will Think and Act Quickly This Opportunity Will Produce Large Profits With Safety. Address for Interview

OREGON, WASHINGTON & IDAHO FINANCE CO.

509 DEKUM BUILDING, PORTLAND, OREGON.

### GREAT SALE OF ORIENTAL RUGS ON ACCOUNT OF EARLY REMOVAL

Do you know anything about Oriental Rugs? Can you tell when you are offered a genuine, surpassing bargain? If so, you will recognize in the price list herewith appended values such as you have never before seen in Portland, or on the Pacific Coast. Every piece is a bargain—every one rich in genius each a marvel of beauty-elegant for the home of the rich or those of modest means. The best in the house are affected equally with the cheapest. The reduction is all over-in everything. And big money will be saved by buying before we move. Our lease of our present store will soon terminate, and on October 15 we will remove to our new store, 394 Washington street, corner Tenth, so from this time on bargain seekers in Oriental Goods should come to us. Read the prices for yourselves:

ites:	. 258.10.	Treat Office
KERMAN-SHAH, 7-2x4-5\$140	\$100	SERABAN, 10-4x5-3\$ 60 \$ 38
KERMAN-SHAH, 6-4x3-11 110		Also 1 lot of 65 pieces. Your choice at 25
KERMAN-SHAH, 6-8x4-2 110		CARISTAN, your choice of 40 pieces 35 20
KERMAN-SHAH, 6-5x4-0 80		CABISTAN, your choice 28 15
SENNA, 6-6x4-6 60		BELOUCHISTAN, 10-9x6 90 65
SENNA, 6-4x4-3 75		BELOUCHISTAN, 8-5x4-7 60 40
SENNA, 6-7x4-5 60		RELOUGHISTAN 7-10-3-11 50 35
ANTIQUE ROYAL SENNA 180		BELOUCHISTAN, 5-2x3-9
KHIVA, 10-3x7-10 135		BELOUCHISTAN, 5-1x3-2
KHIVA, 10-8x7-2 120		BELOUCHISTAN, 4-0x3-3 20 12
KHIVA, 9-2x8-2 95		BELOUCHISTAN, 41x3-1 18 11
KHIVA, 9-2x7-8 85		ACCOUNT OF THE PARTY OF THE PAR
CEDADAN O Col 11 70		Also 15 pieces at \$12 each.
SERABAN, 9-6x4-11 70		42 pieces Carpet of Kerman-Shah, Tabriz, Mohal,
SERABAN, 6-6x4-0 52		Meshed, Khorasan, Saruk, Serabi and Mashkabad,
SERABAN, 7-4x3-3 34		of all sizes, designs and colors, at 25 per cent dis-
SERABAN, 6-8x3-6 30		
SERABAN, 13-1x5-10 80	55	count.

ATIYEH BROTHERS

Importers of Oriental Rugs and Oriental Goods

411 WASHINGTON STREET

### and affection of all who knew him. Comparatively few residents of The Dalles who have been familiar with his kindly face and venerable white head have known that Mr. Cushing was the builder of the first business houses of the town, and that since 1852, when only a little group of cabins marked the boatlanding and Fort Dalles alone stood sentinel over the ploneer gateway, he had lived conously here, contributing always to the moral welfare and commercial advancement of the community. His death re-Mr. Cushing was born in Truxton, N. Y., July 3, 1820, and lived in New York State until grown to manhood. When about 20 years of age he went to the then far West, Michigan, and embarked in trade, opening first a hotel and then a general merchandise store. In 1845 he vas married to Miss Mary A. Burlingham, who bore him two children and survived her marriage but four years. In 1843 he enlisted in the Army and was stationed first at Fort Gratiot, Mich. In 1867 when the Fourth Regiment of Infantry, United States Army, was ordered to pro-ceed to the Pacific Coast and occupy Vancouver, Mr. Cushing was among the number that embarked from New York number that embarked from New York under command of Colonel D. E. L. Bonneville, Lieutenant U. S. Grant being Quartermaster of the rediment, Upon reaching the Isthmus a terrible experience befell the Pourth. The rains had begun and cholera was rampant. For six weeks the unfortunate regiment was detained on the isthmus while disease practically decimated its ranks, a little over one-tenth of its number escaping death to complete the journey to Vancouver. Upon the arrival of the remnant of the Fourth at Vancouver, Mr. Cushing's company with one other was sent on to the Fourth at Vancouver, Mr. Cushing's company with one other was sent on to Fort Dalles under command of Capiain Alvord and took up their quarters in the old fort. In 1853 Mr. Cushing received his discharge and built for himself a log cabin near the Columbia River, also a small hotel called the Cushing House. On April 6, 1854, in the quarters of Major Granville Haller at the fort, he was married to Miss Mary Figott, who had come to Oregon with the family of Major Haller, the marriage license being the first ever issued in the county, Wasco's first Justice of the Peace, Nathan Olney, performing the ceremony. A copy of this

-Photo by Gifford, The Dalles,

performing the ceremony. A copy of this quaint document, of which the records are now lost, follows: Territory of Oregon, County of Wasco. 88.
"I do hereby certify that on the 18th day of April, A. D., 1854, Mr. M. M. Cushing and Miss Mary Pigott, both of the county and precinct aforesaid, were by me joined together, with their mutual consent, in the bonds of wedlock; and I did first ascertain that the said parties were of sufficient age to consent to the

"Given under my hand this 18th day of April, A. D., 1854.

(Signed) "NATHAN OLNEY,"
"Justice of the Peace of Wasco County."
In 1856 he became the county's first Treasurer and was also one of the builders and owners of the first steamboat built east of the Cascade Locks, the "Wasco." Upon the retirement of the post-surier Mr. Cushing became post-sutler in his stead. Until 1876 he engaged

a trip around the world mapped out by Jules Verne will seem a slow journey when the Canadian Pacific puts into effect its proposed changes in train service from Quebec to Vancouver, together with the clipping off of one day of the journey from Vancouver, B. C., to Hong Kong.

Within a short time, the Canadian line will put on the only transcontinental mail train in America, running a train from Quebec to Vancouver which will carry nothing but mail, and will make the trip of 3077 miles in 90 hours, which will be the best time ever made between the

Plans are now being matured for the