

LEWIS AND CLARK EXPOSITION

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With the St. Louis Fair drawing to a close, the attention of the nation is being attracted by the Lewis and Clark Centennial and American Pacific Exposition and Oriental Fair, which is to be held in Portland, Ore., during the summer of 1905.

The Exposition will commemorate the centennial anniversary of the arrival of Captains Lewis and Clark and their sturdy

The ground is in two pieces, separated by the lake, and they will be connected by an arched bridge. On the side nearest the city, there are over 130 acres of rolling ground, which reaches an elevation of over 100 ft. above the level of the lake; on this portion are erected the main buildings, many of which are nearing completion. Here also is located a park of about 50 acres, covered with many large evergreen trees and native shrubs. The grounds are well laid out with wide boulevards



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BIRD'S-EYE VIEW OF LEWIS AND CLARK EXPOSITION, FROM WILLAMETTE EXHIBIT BUILDING, BEGINNING OF TRAIL ON THE LEFT END. SNOW-CAPPED MOUNT HOOD IS SHOWN FAR BEYOND ON THE RIGHT

band on the North American shores of the Pacific Ocean to establish title and explore what was then an unknown region, and will, as well, serve to exploit the coast and its resources, its climate and scenic beauty.

When the Exposition opens its gates on June 1, 1905, it will

and walks, and when the proposed improvements are complete the place will be very attractive.

Across the lake is a peninsula of about 60 acres, on which the Government buildings and exhibits will be placed. This peninsula will be connected with the mainland by a bridge 2000

United States Government Building Mt. St. Helens Guild's Lake Cascade Mountains Willamette River Mt. Hood



Experimental Gardens The Trail and Bridge of Nations Centennial Park Forestry Bldg. Foreign Exhibits Bldg. Liberal Arts Bldg. Oregon Bldg. Agriculture Bldg. Administration Bldg. Mining Bldg. Colonnade Entrance Auditorium Machinery, Electricity and Transportation Building

PANORAMA OF LEWIS AND CLARK EXPOSITION, SHOWING LOCATION OF PRINCIPAL BUILDINGS AND PROMINENT SCENIC POINTS

represent an expenditure of \$5,000,000, part of which is to be furnished by the United States Government. The location chosen for the Exposition consists of 190 acres of land on a lake of nearly 300 acres in surface area, situated in the north-western part of the city near one of the best residence districts.

ft. long, which will be the Midway or Pike of the Fair, and will be called the Trail and Bridge of Nations. On each side of the bridge for about 900 ft., the concessions will be located, the remaining 1100 ft. being taken up with arched construction. The bridge will end at the main entrance of the Government

Building, and besides being a unique feature, it will afford a grand view of the Exposition grounds and of the surrounding and distant scenery, which cannot be surpassed. For a background there are timbered hills rising several hundred feet, while to the eastward lies the Columbia River Valley, with the Cascade Mountain Range for a boundary, in which are seen Mounts Jefferson, Hood, Adams, St. Helens and Rainier, all covered with perpetual snow, while between the Exposition grounds and the mountains flow the Willamette and Columbia Rivers. On these may be seen at all times numerous deep-water craft and inland steamers.

Transportation to the grounds will be furnished by the lines of the Portland Railway Company and the City & Suburban Railway Company. Both have recently built additional tracks to the grounds, and have also been relaying their roads with heavier rails in order to take good care of the traffic during the Exposition. The systems of the two companies are so arranged that each has the use of two sets of lines running on different streets, but coming together in the center of the city at the principal transfer points, so that the street railway service will be equivalent to four distinct lines to the grounds. Long before the Exposition opens, the recent consolidation of the two railway companies to form the Portland Consolidated Railway Company will be effective, and comprehensive arrangements will have been completed for the expeditious and harmonious handling of the Exposition traffic. A double-track one-way loop at the main entrance will be used by all the lines centering there.

Steamboats will carry people to the peninsula, giving them a 3 to 5-mile ride. In addition, the Northern Pacific Railway has a spur to the grounds, and its main line passes through the peninsula, so that with all these transportation facilities, trouble in handling the attendance is not anticipated.

The grounds, buildings, bridge and park will be illuminated with incandescent lamps. All buildings will be outlined, 8-cp frosted lamps being used for this purpose. The roadways and bridge will be illuminated from post electroliers, as also will be the boulevards along the lake. The park will be lighted by 7000 incandescent lamps. These will be placed among the trees and shrubbery and along the paths and walks. It is the intention to decorate many of the large fir trees in the park, and, as some of them are over 200 ft. in height, the effect produced will be impressive. The Government Building is designed in the Mission renaissance style. On each end of the main structure there will be an electric tower 260 ft. high. The ends of the main building are flanked by peristyles connecting smaller structures.

The Midway or Trail, built over the water, will present an unusual construction, and its brilliant lights, together with the great amount of illumination on the lake, will make the scene a most attractive one. The design and supervision of the electric installation is under the direction of James R. Thompson. Current for the lighting and power of the Exposition will be furnished by the Portland General Electric Company from a new steam turbine plant which is building near the grounds to supplement the power received from the company's water-power plant at Oregon City.

The principal exhibit buildings are already under roof, and are prepared for the storage of such exhibits as may be shipped from St. Louis at the close of its Fair. A general view of the grounds taken from Willamette Heights, which is reached by one of the Portland Railway Company's lines, is shown in the accompanying illustration. The photograph was taken early in October, and shows the main buildings nearly completed. In the distance at the right appears Mt. Hood.

Henry W. Goode, president of the Portland General Electric Company, is president and director-general of the Exposition; Henry E. Reed is secretary and director of exploitation and publicity, and Oscar Huber is director of works.

END.

EARNINGS OF THE PORTLAND COMPANY FOR 1905

For the year ending Dec. 31, 1905, the Portland Railway Company, of Portland, Ore., earned a surplus equal to 10 per cent of the common stock. This good showing was largely due to the Lewis & Clark Exposition. However, it is reported that so far this year the earnings have fallen but little under last year, and it is believed the end of the present year will find the company's earnings nearly on a par with last year's. Under the new consolidation of the Portland utilities a great many economies will be effected, and it is stated that the management expressed itself as confident that 6 per cent will be shown for the Portland Railway Light & Power common stock this year. The 1905 statement of the Portland Railway Company is as follows:

Gross earnings	\$1,843,563
Operating expenses	1,021,448
Net earnings	\$822,115
Fixed charges	215,211
Balance	\$606,904
Preferred dividend	125,000
Surplus	481,904

During the Lewis & Clark Exposition, held in Portland in 1905, the peak of travel on the lines of the Portland Railway, Light & Power Company was reached. As evidence of the phenomenal growth of Portland and suburbs, it is interesting to note that street railway travel for the year 1907, two years after the exposition, shows an increase over that in 1905 of 9.6 per cent. The travel for 1907 as compared with 1906 shows an increase of 18 per cent, and during the same period new equipment was added to the lines to the extent of 33 1-3 per cent. Portland now is the largest city on the Pacific Coast north of San Francisco.

PORTLAND RAILWAY POWER FACILITIES

With the completion of the large hydro-electric power station at Cazadero, on the Clackamas River, the Portland Railway, Light & Power Company will have 40,000 hp ready for immediate use, while 90,500 may be obtained in the near future. The Cazadero plant was started about four years ago, though it was planned at least two years earlier. When completed it will represent an expenditure of \$1,000,000, and in point of equipment is probably the most modern on the Coast. It is larger than the Oregon City plant, Station B, the present capacity of which is 12,000 hp, though from the ultimate hydraulic capacity of the Willamette River it is hoped to develop from 30,000 to 40,000 hp if required. At the steam plant in North Portland, Station E, 11,000 hp can be developed, and 2500 hp is available at Station F. This gives a total capacity of 40,000 hp gaging the Cazadero station at 15,000. With the plant projected 2 miles above Cazadero, 25,000 hp additional will be available. The entire dam is cribbing, filled with rocks. The flume, which carries the water from the dam to the reservoir, is built on crushed rock, and follows the contour of the hills along the Clackamas a distance of 2622 ft., where it empties into a ditch which leads to the basin. The ditch is 35 ft. wide and 22 ft. deep, with a length of 2898 ft. The lake or reservoir covers 50 acres when filled to an average depth of 20 ft.

SRT 3/23/07.

TRANSPORTATION FACILITIES AT THE PORTLAND FAIR

8/19/05.

SRJ The site of the Lewis and Clark Centennial Exposition at Portland, Ore., was very happily chosen, being picturesquely situated on the western bank of the Willamette River and directly overlooking a small lake, some forty minutes by street car service from the business center of the city. In preparation for the increased traffic, due to the influx of visitors to the Exposition, the Portland Consolidated Railway Company, which operates all the lines leading to the fair grounds, has gone to considerable care and expense in providing adequate transportation and terminal facilities. This portion of the fair is of equal interest from a street railway standpoint to the exhibits, of which a description was published last week, so that an account of the methods employed follows.

The accompanying map shows the street railway company's terminals immediately adjacent to the fair grounds. A double-track loop was built, passing down Twenty-Seventh Street and turning on Upshur Street past the main entrance to the Ex-

Street and Sixteenth Street lines run out Washington Street, and when a little over half a mile from the business center of the city separate and have separate double tracks to the entrance loop. The Willamette Heights cars also run out Washington Street. The Sixteenth Street and South Portland lines run over the Thurman Street tracks for nearly a mile, and the Morrison Street lines serves a street of the same name for a like distance before it is diverted toward the fair grounds. These different lines cross and recross, and are connected by curves and turn-outs at a number of different points so as to allow a variation in the route of the cars in case of accident, blockade or any other reason. For instance, on baseball days, the cars on the Twenty-Third Street line could be run out by the ball grounds instead of turning on the loop several blocks to the south.

The time-tables for the fair traffic were figured out on a basic service of six-minute intervals on four lines, the Twenty-Third Street cars being considered extras. This made the lowest service to the Exposition grounds forty cars to the hour,



MAIN ENTRANCE TO EXPOSITION, SHOWING TURN-STILES, TICKET BOOTHS AND COLLONADE

position. A special feature of this loop is the divergence of the tracks on Upshur Street, which for a distance of 400 ft. or so were spaced with 17-ft. 6-in. centers. This leaves plenty of room between the cars for people to congregate and allows the cars to be boarded on either side. On both tracks of this loop the cars run in the same direction. There is a slight downward grade on Upshur Street from Twenty-Seventh Street, and this grade aids very materially in the handling of cars slowly and carefully through the crowds which gather here on special days.

The following five separate lines of cars running on four double tracks handle all the traffic to the Exposition: The Willamette Heights line runs out Thurman Street to Willamette Heights, passing a short block of 200 ft. south of the Exposition entrance, while the Twenty-Third Street, Sixteenth Street and South Portland lines are diverted to the loop tracks at the junction of Twenty-Seventh and Thurman Streets. The Morrison Street line runs down Twenty-Seventh Street and directly around the loop. All these lines run over or connect with the main arteries of the city. Thus the Twenty-Third

which was found, however, to be inadequate. It was then decided to double up the service on the four lines and place a six-minute service on the Twenty-Third Street line during the greater portion of the day, giving a carrying capacity to and from the grounds of ninety cars to the hour. On special days, second sets of extras are put on the various lines, bringing the capacity up to 130 cars, while for short periods of time the service has reached 150 cars to the hour.

The cars used on these lines are from 35 ft. to 38 ft. in length, are mounted on double trucks and have, as a rule, a single motor to each truck. The seating capacity ranges from forty to fifty people, though most of the cars will accommodate, when heavily loaded, as many as 150 people. The carrying capacity of the road, as figured for the Exposition, was thus, under extreme conditions of loading, about 1200 per hour on ordinary occasions. On special occasions it would probably exceed 20,000 per hour. On the opening day the attendance was between 39,000 and 40,000, and on July 4, the heaviest day for the street railway service up to the present, the turnstiles at the fair grounds registered 54,000. As is gen-

A black and white photograph of a street scene in a Japanese settlement. On the left, a large truck with "S" and "1000" on its side is parked. In the center, a small car is driving. On the right, a building has a sign that reads "GERMAN VILLAGE and ROOF GARDEN". The street is paved and there are other buildings and trees in the background.

VIEW ON LOOP, SHOWING CARS OPPOSITE MAIN ENTRANCE TO FAIR GROUNDS

city streets, there has been no attempt made to compel the purchase of tickets before boarding a car. The fares are taken up as with ordinary traffic.

Since the opening of the Exposition the travel on the outside lines of the Portland Consolidated, as well as on those leading to the Exposition grounds, has very materially increased. This is especially the case with the Portland Heights loop line, which climbs to an altitude over 700 ft. above the harbor, and gives the visitor a beautiful view of the city, rivers, adjoining country and the Cascade Range.

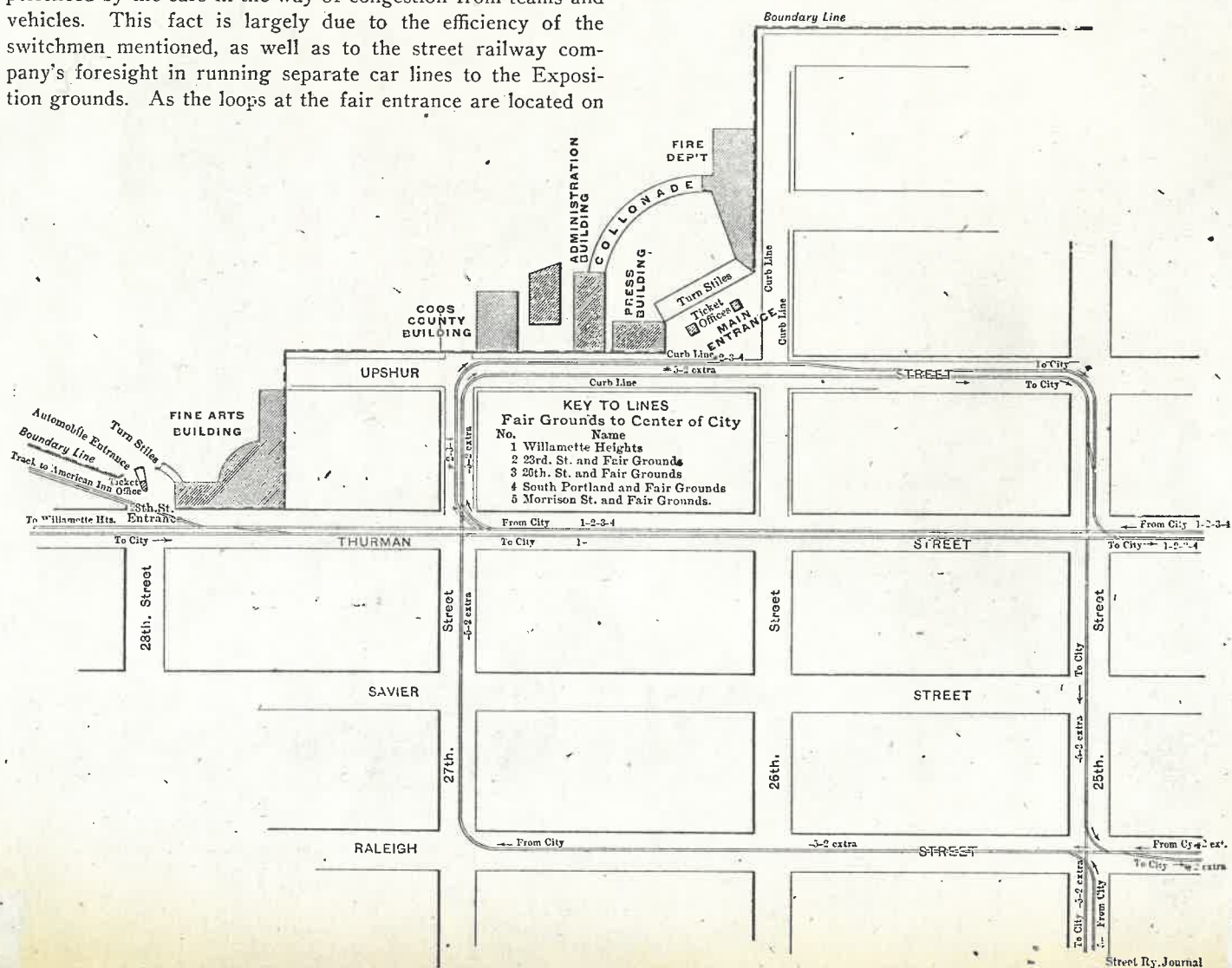


DIAGRAM SHOWING LOOPS AT AND ROUTES TO THE FAIR GROUNDS, PORTLAND