

OREGONIAN COMES
J. J. HILL AND PARTY

Banquet at Commercial Club
Informal Affair and Large-
ly Attended.

VALLEY TRIP IS ON TODAY

Transportation Club to Hear Ad-
dress by "Empire Builder"
Tomorrow—Oregon Trunk In-
spection May Be on Tapis.

(Continued From First Page.)

who had an army of nothing but Brig-
adier-Generals.
"Now these laboring men must have
homes—and there is a limit to what
they can pay for their homes. Real
estate is too high. You can't get peo-
ple to live on it at present prices."
He told of several instances in
which excessive real estate values
have retarded development and severe-
ly criticized the owners of timber land
who try to get two profits out of their
investments.

"I remember," he said, "when they
could buy all the timber they wanted
for 15 cents to 25 cents a thousand.
Now they're selling it for \$3 a thou-
sand. And after that they try to take
another profit and sell the logged-off
area for \$15 to \$20 an acre. I don't
think the bare Central Oregon land is
worth anything like \$15 or \$20 an acre.

Land Must Be Priced Right.
"Your land must be priced to attract
the homebuyer and there is no more
laudable ambition than that of home-
building. Every nation that has neg-
lected the land has ceased to be a na-
tion," and he cited the cases of Baby-
lon, Ninevah and others. Sicily once
was a great grain-producing country,
he pointed out. Then Rome started
to levy grain tributes and now the
people of Sicily are scattered through-
out the length and breadth of the
United States as railroad laborers.

"We are too apt to forget," he de-
clared, "that upon the cultivation of
the land and the successful preserva-
tion of its fertility we depend for our
neglect the land, then go back and re-
store the fertility is a long and weary
road."

He pointed to the fact that Germany,
after centuries of cultivation, is getting
better results from its land today than
ever before. This is due to proper cul-
tivation. England recently started to
restore fertility to its soil, but it took
50 years to increase the wheat yield
per acre from 25 bushels to 33 bushels.

Belgium, he said, had increased its
wheat yield from 25 bushels to 30 bush-
els per acre. Were the United States to
do as much it would produce 1,300,000,
000 bushels and have 600,000,000 bush-
els for export. Wheat then would sell
at 50 cents a bushel—making the price
of living cheaper.

"But what of the farmer? you may
ask," he suggested. "The farmer would
not have to sell wheat.

"You can't keep up the fertility of
the soil without live stock," he suggested
as a use for excess grain. "There is no
fertilizer like barnyard manure, and in
spite of this situation we have 19,000,
000 fewer head of live stock in this
country today than we had 23 years
ago. And we have 27,000,000 more peo-
ple. Were we to start today to special-
ize in livestock we couldn't get eno-
ugh of it to meet the demand in 23
years."

He declared that a cow properly cared
for is worth \$100 a year and that he
has demonstrated this fact on his
own farm.

Warning as to Railroads Given.
Then drifting into a discussion of the
railroad situation he asserted that un-
less the hostile sentiment of Legisla-
tures, commissions and some classes of
people is changed the railroads will be
forced into the hands of the courts,
which may lead to Government own-
ership, and Government ownership, he
proposed, would be "the end of free
government in America."

He referred to the fact that the rail-
roads are owned by many individuals
and that for the Government to deprive
these individuals of their property would
be unjust and unfair. The Great
Northern, he pointed out, is owned by
20,000 individuals, and that the Gov-
ernment should not take this property
away from them.

He told something of the history of
the Great Northern, of the work of
financing the property, of the fact
that they "never sold \$1 of stock that
was not paid for by 100 cents. Every
cent went into the property.

"The valuation which the Govern-
ment is taking of the railroads in the
country is taken honestly the figures
will be much more than the par value
of the stocks and bonds. We know that
in the case of the Great
Northern we are paying taxes on \$113,-
000,000 more than we have stocks and
bonds."

He related some of his experiences
in trying to introduce livestock into
North Dakota, and told, amid laugh-
ter, how the farmer to whom he had
given a prize-winning boar for breed-
ing purposes cut him up for Christmas
pork.

Livestock, he repeated, is one of the
principal foundations upon which the
prosperity of a nation is built. Den-
mark, he pointed, with an area of only
15,000 square miles, feeds more than
2,500,000 people and exports \$8 worth
per acre.

In Minnesota and North Dakota Mr.
Hill and his associates have tried to
increase the grain yield by giving the
farmers the seed, paying them \$8 an
acre to grow it on their own land and
giving them the crop.
"And we find," he continued, "that
they tried to cheat themselves by not
following our instructions.

Farmers Must Help Self.
"Now, if the farmer won't help him-
self with that kind of assistance I'll
leave him to the Almighty. I can't
help him any more than that."
"There are two things I've learned
about the farmer," he said, "one is
as he thinks he is and he isn't as honest
as he claims he is."

CHARACTERISTIC PHOTOGRAPHS OF THE EMPIRE BUILDER.



James J. Hill

vice-president of the Great Northern;
A. L. Ordean, of Duluth; F. A. Cham-
berlain, of Minneapolis; Pierce Butler,
of St. Paul, and Grenville Kane, of New
York.

While the reception and informal
banquet that followed were given
under the auspices of the Portland
Commercial Club, every section of the
state shared in the honor of entertain-
ing Mr. Hill, Mr. Hannaford and the
members of their party.

Reception Is Unique.
From the time that the Hill party
arrived in the city, late in the afternoon,
until after the dinner last night, they
were subject to continuous attention.
The climax came at the reception which
began as soon as Mr. Hill and the
others entered the green room of the
Commercial Club. Hundreds of persons
who were unable to obtain seats in the
banquet room formed in line and filed
quietly by the veteran railroad build-
er for the mere opportunity of grasp-
ing his hand and uttering a word of
welcome. The crush in the hall and
in the big reception room at times pre-
sented dangers of sweeping the hon-
ored guests off their feet. Attaches
of the club were required to give assist-
ance in relieving the strain.

Although arrangements had been
made increasing the seating capacity
of the big dining-room, many
turned away. Even then more than
400 persons sat down to the table.
It was a popular-priced dinner and
soon was over. There were no formal-
ities. There were representatives pres-
ent from nearly every county in the
state, including many from the Wil-
lamette Valley and Central Oregon.

Valley Trip Planned Today.
Mr. Hill and his party will take a
trip up the Valley to Eugene today,
traveling over the Oregon Electric,
which is a part of the Hill system. J.
H. Young, president of the local Hill
lines, and other local officials will ac-
company them.

Mr. Hill has accepted the invitation
to address the Transportation Club at a
noon luncheon at the Multnomah Hotel
today. He will be the guest of honor
of the club, will preside. Mr. Hill probably
will leave Portland Monday afternoon,
and will inspect the Oregon Trunk—
the line that he built up the Deschutes
Valley a few years ago, and which
now terminates at Bend. This road, it
is reported, is destined eventually to
become a part of a main line into
California. The party will return east-
ward over the Northern Pacific, prob-
ably traveling back this way as far as
Vancouver, Wash., and Tacoma.
Edgar B. Piper, president of the Com-
mercial Club, presided over the ban-
quet tables last night.

Hannaford Rise Rapid.
George F. Johnson, chairman of the
executive committee of the Commercial
Club, introduced Mr. Hannaford, presi-
dent of the Northern Pacific Railway,
referring to the development of the
railway business in the Northwest and
to the fact that in the year the golden
spike was driven in the Northern Pa-
cific line across the continent Mr. Han-
naford was a clerk in the offices in St.
Paul and that his rise to the presidency
had come as the reward for years of
persistent and efficient service.

Mr. Hannaford said that he could not
say at this time what more lines might
be built in the Pacific Northwest.
He pointed out that the cost of
building and maintaining railway
lines is increasing steadily and that
the burden is not keeping pace with
it. This, he said, coupled with legis-
lative interference and with the diffi-
culty in securing money for railway
extension, make it difficult to look
forward to extensive building operations
in the near future.

"There are no changes, either by leg-
islation, commission or litigation, that
I know of that have not been down-
ward," he said. "I know of no case in
which a rate of discrimination was re-
duced or altered by any other means
than reducing. It is always a reduction
and never permission to raise the stand-
ard."

He wanted to make a success of my
position as president of this road. I
want you business men to help me.
Think the matter over; look into it
and see if regulation of railroads to a
certain extent shouldn't stop. Let us
be permitted to go and conduct and
extend our business just as you do
yours. I think we can raise a reason-
able profit; so that we can raise more
money to build more roads into Port-
land, to build up the state of Oregon."

Ernest Appeal Made.
Colonel C. E. S. Wood, who followed
Mr. Hannaford, made an earnest appeal
for a united effort on the part of the
possessors of wealth to get the poor
people—the people of the slums in this
country and in Europe—out of the
land.

He prefaced his remarks by a num-
ber of witty anecdotes, some of them at
the expense of the elder Mr. Hill. The
"Empire Builder" expressed his delight
by hearty laughter.
"I am a railroad man myself," an-
nounced Colonel Wood, "and I have
of several paper lines and the Mount
Hood stage line. This is the first time
that ever I have been allowed to sit
at a banquet with my president. I am
sandwiched in between James J. Hill
and Jule Hannaford."

He then cast passing reference to
George F. Baker, the New York banker
who is a member of Mr. Hill's party.
He told next of his meeting last
night with the newsboy who brings his
"Well, what's the news tonight?" he
said he asked the lad.
"Darns lots o' news, replied the youth
excitedly. "Christy Matthewson and de
Gints is comin' an' Jim Hill de umpire."

Has Off to Mr. Hill.
"So you see," said Colonel Wood, "Mr.
Hill is known best as an empire build-
er—as a farmer—and not as a railroad
man. As a farmer I take off my hat
to him."
Colonel Wood closed with a forensi-

Those present were as follows:
James J. Hill
Edgar B. Piper
F. W. Robinson
George B. Harris
Pierce Butler
R. A. Jackson
W. D. Fenton
J. H. Young
W. J. Primm
A. G. Pearson

Eugene Plans Entertainment.
EUGENE, Or., Nov. 8.—(Special.)—J.

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& MARX**
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The Men's Shop for Quality and Service
Northwest Corner Third and Morrison
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J. Hill and party are expected to ar-
rive in Eugene at about noon on what
will be Mr. Hill's first trip of inspec-
tion of the Oregon Electric as it is ex-
tended to Eugene. The Commercial
Club is planning to give a fitting recep-
tion to the railroad men, including au-
tomobile trips to the University,
Springfield and adjacent territory in
which intensive farming is conducted.

SAVING \$160.
We will accept your check for \$215
for a splendid new \$375 piano this
week at Graves Music Co. Removal
111 Fourth st.—Adv.

Levy Wants to Succeed Root.
WASHINGTON, Nov. 8.—Representative
Levy, of New York, announced to-
day that he would be a candidate to
succeed Senator Root at the primaries
next fall. He declined to say whether
he would retire as a Congressional candi-
date.

Dickson Ships Cattle.
ECHO, Or., Nov. 8.—(Special.)—
George J. Dickson, of Prineville, today
shipped 18 carloads of stock cattle from
his home farm to the coast. The cattle
were shipped via Terrebonne, on the
O.-W. R. & N. Company's line.

Up to Success
Illustration of a man climbing a ladder towards a sign that says 'Up to Success'.

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