

OREGON IN THE EAST

A. L. Craig Ran Across a Disloyal Portlander,

WAS "ROOTING" FOR SEATTLE

Great Results Expected From Getting Oregon Descriptive Matter in Hands of Home-seekers—Pamphlet for the State.

General Passenger Agent Craig, of the O. R. & N., reached home yesterday after an absence of three weeks in the East. He attended the meeting of the Transcontinental Passenger Association at Colorado Springs and from there went to Chicago and thence to St. Paul and Minneapolis. On the way back he stopped a day in Salt Lake City, the headquarters of the Oregon Short Line.

"I was very glad to read that Oregon towns took so kindly to the plans for advertising the state among the desirable home-seekers of the East," said Mr. Craig. "The printed matter that they have agreed to supply in such generous quantities will be of great assistance in making known the advantages of this country. And these immigration agents can certainly give it efficient circulation. I understand that the men brought out here to get acquainted with the state, so as to tell others of the many good things here, are really enthusiastic over it and two of them declare that they will come here to make their home when their immigration service shall be ended. This shows that Oregon has strong drawing power. And such men, believing thoroughly in the doctrine they are spreading, are the most effective immigration agents it is possible to send into the field. We expect great results from the work of these men."

Who Talks This Way?

"When I was in a Minneapolis hotel a few days ago a well-dressed Portland man walked in and was talking to a friend, of that city, who was making inquiries about the Northwest."

"No, my home is not in Seattle; I live in Portland," said the Webster. "Portland's a pretty good town, but it's awful slow. Seattle's a better place. I got the hustle, though. I tell you they're boomers over there. And in my opinion Seattle is destined to be the city of the Pacific Coast."

"My chief business in the East was to organize ways to make Portland and Oregon better known, and here I was against a Portland man who was not only damning his own city with false praise but was actively 'rooting' for a rival city. You can imagine how I felt. 'Now, it's not my purpose to criticize Portland people or to preach to them. But I cannot refrain from expressing the conviction that they do their town and themselves injustice when they utter such sentiments as I heard from the Portland man in Minneapolis. People everywhere expect a man to stand up for his town. They expect this even if his town does not do it. When a man does not do it it is taken as evidence that the place is absolutely indefensible. When a man curses his own town outsiders take it for gospel truth. The Portland man who goes abroad and admits deprecatingly that 'Portland is a pretty good town, but slow,' does the city greater injury than any Seattle howler could do. Imagine a Seattle man going to Minneapolis and telling that 'Seattle is a pretty good town, but slow,' to one's town is expected. It is not necessary that it be carried to the extent of claiming everything in sight or out of sight, but it certainly is not expressed by putting its points foremost and getting in the superiority of other communities, rival or otherwise."

"When Eastern people ask me about Portland I am anxious to tell them that it is a city of somewhat more than 100,000 inhabitants and that its wealth and business energy and confidence in the future are expressed by the fact that a fund of nearly \$500,000 has been set aside for the Lewis and Clark fair in 1905. This is the truth and it certainly does not represent Portland as a slow or disheartened town. I must leave them to open their eyes and want to know more about the city and the country that supports it."

Spreading Immigration Gospel.

"In this immigration business two things are quite essential. One is to get good stuff printed in suitable form for distribution among home-seekers, which is comparatively easy. The other is to put it in the right hands, which is hard. It is easy enough to sow descriptive matter broadcast, but it brings little result. We want to get all this information into the hands of persons who will take an interest in it, and most of the work of organizing our immigration department has been at that end of it. I believe we have the means of reaching those people this season and on this I base my expectation of a very large movement of settlers westward the coming fall."

"The various counties are doing well in the matter of supplying descriptive matter for our immigration agents. Now we ought to have a pamphlet covering the state at large—not so big a book as 'Oregon Resources,' but one of perhaps 50 or 60 pages of the size in that book. I wish the state would get out 50,000 copies of a pamphlet like that and appropriate money to pay postage on them. I find that the expense of mailing the descriptive matter already arranged for will exceed my estimate of full \$500, which I must ask my company for. To make adequate distribution of the Oregon pamphlet will make another heavy draft on the treasury necessary, and I believe it would not only be justifiable, but commendable for the State of Oregon to provide for this expense. We will be glad to stand all the clerical expense of distribution and to put them where they will do the most good, but the postage expense draws heavy on us, and that is what seems to me might properly be paid by the state. Of course this is but one small feature of our immigration campaign."

"Property is general now, and people are able to change to localities where industry brings better returns and where the comfort of living is greater. These considerations will bring a most desirable class of settlers to Oregon this year, of people who come purely from choice and who are in circumstances that enable them to exercise a wise choice. I am very much interested in making hay for Oregon while the sun is shining."

ENDED THEIR INSPECTION.

Harriman Immigration Agents Start East to Spread Oregon News.

BAKER CITY, Aug. 1.—(Special.)—The Harriman immigration agents, who went out to Esie and Pine Valleys Tuesday, returned this afternoon. They had a hard but interesting trip. Dr. O'Connor piloted them around and they were thus enabled to see the country to the best advantage and collect reliable information in regard to its resources.

These two valleys are the richest in the state, when it comes to fruit and vegetables. They grow cabbages over there that weigh 30 pounds each. And the fruit crop is immense. The gentlemen who are building up effects of Hood's Sarsaparilla

went over to see the country were astonished at the wonderful showing made. They arranged to have samples of the fruit and vegetables sent to the headquarters of the bureau at Chicago. A few of the large heads of cabbage will be among the samples sent.

The tour of inspection of this state ended here today. The private car of the party was returned to Portland and the gentlemen caught the eastbound train for Chicago.

PRESIDENTS ARE COMING.

To Meet Farmers at Davenport and at Colfax.

SPOKANE, Aug. 1.—A dispatch from President Mohler, of the O. R. & N., received today, states that he is returning West and will attend the conference of railway presidents and farmers next Tuesday at Colfax. President Hill, of the Great Northern, will arrive here about 2 o'clock tomorrow. He will go to the north Saturday over the Spokane Falls & Northern branch of the Great Northern, and inspect his new branch to Republic Falls, Minn. President Mohler is west-bound, and will arrive here Sunday.

The first conference will be held at Davenport, in the Big Bend, Monday, and Hill and Mohler will go out there Monday morning in a special train over the Central Washington branch of the Great Northern. After the conference there they will speed away to Colfax, in the Palouse country, where they will meet President Mohler.

Remarkable interest is taken in the conference, and notwithstanding the farmers are in the thick of harvest, they will attend in great numbers. The conference will deal with the matter of grain rates. Wheatgrowers are clamoring for a reduction. The present rate is \$4.25 per ton, and they are asking that the rate be lowered to \$3.50. Some are insisting on a \$3.25 rate.

L. & N. Reorganization.

NEW YORK, Aug. 1.—J. P. Lamb & Co., depositaries, announce that holders of 72 per cent of the preferred stock of the Chicago, Indianapolis & Louisville Railroad Company have deposited their shares under the proposed plan of exchange for joint bonds of the Louisville & Nashville and Southern roads. They also state that the time for depositing these stocks has been extended to August 15, inclusive, but that under the terms deposited, they are not to receive any portion of their purchase in cash, but only in bonds. The option to take cash in lieu of 60 per cent of the par value of the bonds has expired, and no extension is given.

Special Examiner in Merger Case.

ST. PAUL, Aug. 1.—Judge Cochran, of the United States Circuit Court, today appointed Fred C. Lamb, a local attorney, special examiner to take testimony in the case of the United States against the Northern Securities Company, Great Northern Railway Company, Northern Pacific Company, et al., commonly known as the merger case. The parties to the case appeared by their counsel and both having agreed, the appointment was made on motion of the District Attorney.

Power Hearing Again Postponed.

NEW YORK, Aug. 1.—At the request of George A. Lamb, counsel for Peter Power in his suit against the directors of the Portland, Astoria & Seaside Electric Light & Power Company, the hearing before Special Master McBride, of the United States Court, was adjourned, at the time until Wednesday next. Mr. Lamb in his request for further postponement made another professional engagement.

Iowa Railroad Assessment.

DES MOINES, Ia., Aug. 1.—The executive committee has increased the railroad assessment of Iowa \$4,041,524, making a total of \$5,112,814. The increase on the Chicago, Milwaukee & St. Paul is \$900,882, and that on the Chicago, Burlington & Quincy is \$955,457. The Burlington, the Chicago Great Western, the Rock Island, the Iowa Great Central and the Illinois Central all are included, the amounts ranging from \$225,000 to \$900,000.

Locomotive Electric Headlights.

TOPEKA, Kan., Aug. 1.—The Santa Fe has placed an order for 50 of the new electric headlights, running between Chicago and Albuquerque, to be equipped at once with electric headlights.

A FACULTY OF COMMERCE

An English University Creates a New Department.

Harper's Weekly.

We observe with interest that a faculty of commerce has been created in the University of Birmingham, England, which is to begin work at the opening of the coming university year. The object of this new department is "the education of those who will ultimately guide the business activity of the country." A three years course, designed to confer the degree of bachelor of commerce, has been drawn up, and includes the study of languages, history, applied science, business technique, the subject of commerce itself, and accounting. The result of the experiment is eagerly looked forward to by those interested in England, and will be regarded with some degree of complacency by those here, since a similar department has already been established and is in operation at the New York University, in this city. The New York University faculty of commerce, accounts and finance has been in existence for two years under the direct supervision of Mr. Charles Waldo Haskins, to whose energy and initiative it owes its existence. It was described at some length in Harper's Weekly a year or two ago. We understand that the work in this school has already shown excellent results, and that a recognition of the value of the department has been given by the university, which has become general. It has been evident to those who have studied the subject that the advantages of a commerce apprenticeship were no longer adequate to the demands of the constantly broadening commercial horizon of the country, and that the private school system of instruction, viewed from the standpoint of the practical needs of the young business beginner, was totally inadequate. The formulation of a definitely prescribed course of study was therefore undertaken, with the result that within a few years it is expected that the business school will become as recognizable a factor of the university equipment as are the various professional schools of law, medicine, theology, architecture and engineering.

Japan to Exclude Chinese.

NEW YORK, Aug. 1.—Governor Goto, of the Province of Fuzhou, Japan, has visited Ellis Island to study the methods of excluding Chinese immigrants. Japan is said to be preparing to adopt an exclusion act, and Governor Goto is gathering data as to the manner in which this country has carried out the system of keeping Chinese from its ports.

THROUGH THE COLUMBIA RIVER GORGE.

A delightful trip of a few hours will be made through the famous Columbia River Gorge, the greatest combination of river and mountain scenery on earth. O. R. & N. train leaves Portland daily at 9 A. M. Return can be made by special low rates from Cascade Locks. Special low rates for the trip. Get particulars at O. R. & N. ticket office, Third and Washington.

FORTLAND-CHICAGO.

Seventy hours and thirty minutes (70 1/2) is the time of the "Chicago-Portland Special" train, which leaves Portland every day at 9 A. M. Ticket office Third and Washington, O. R. & N. Co.

After long illness, nothing equals the building up effects of Hood's Sarsaparilla

NO ACTION ON FRANCHISE

OREGON WATER POWER & RAILWAY COMPANY MUST WAIT.

Street Committee Refuses to Act and Refers Question of Grant to the Common Council.

The ordinance granting a franchise to the Oregon Water Power & Railway Company to lay a track on Water street from Market to Ankeny streets, was considered by the street committee of the Common Council yesterday. The committee referred the matter to the committee of the whole to be taken up next Wednesday. The members of the committee in attendance yesterday were: Councilmen Russell, Sharkey and Bentley. Merrill and Zimmerman were absent. Mr. Russell stated that as only three members of the committee were present, it would be better to defer action because three members of the Council report favorably on the passage of the ordinance some people might say it was a put-up job. It would be better for the committee of the whole to handle the ordinance. Messrs. Sharkey and Bentley, while not opposing the ordinance, agreed with Russell that there was no great rush about it, and it could be taken up Wednesday.

Ex-City Engineer Chase, who is interested in the railway company, stated that it was a plain proposition. The Oregon City line simply desires to reach the warehouse district. Water street was a considerable talk indulged in regarding the matter, and incidentally the remark was made that after the Council got through with the ordinance it would

a day when he was idle. The company

agreed to stand for the franchise

sustained by the dredge. It was hoped

that the O. R. & N. and the Portland

Flouring Mills would extend the channel

in front of their property, but they de-

clined to do so. Had they made the

extension the channel would be more

lasting.

Yesterday the dredge was using 60 feet

of pipe and discharging at a 15-foot

rise, but the pump did not stagger under

the load. When the dredge completes the

channel it will go to the mouth of the

Willamette River.

The dredge which is to be

finished next month, is at the Willamette

Boiler Works receiving machinery.

TO HEAL CHILD'S BURNS

Physicians Will Resort to Skin-

Grafting to Save Marie Jackson.

As the last resort to restore the health of the 3-year-old daughter of Carl Jackson, proprietor of the North Pacific Flaming Mills, one of the most extreme measures used in medical science will be undertaken today at the North Pacific Sanatorium. Several square inches of skin will be taken from Mrs. Jackson and grafted over the wounds that the little girl received some time ago, when her clothes caught fire, and from which she has suffered since June 9. The operation will be long and tiresome and will require that both be placed under an anesthetic for at least two hours, but the doctors are hopeful of the best results and say that they have no fear but that the girl will be able to survive the operation.

The suffering which little Marie Jackson has undergone has been very great, and for a time her life was despaired of. She and her little brother were playing in the yard, when the brother lighted

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KLAMATH IS BOOMING

COUNTY WAS NEVER SO PROSPEROUS AS AT PRESENT.

Money is Plentiful, Wages High, and Labor Scarce—Big Rush for Timber Land.

SALEM, Aug. 1.—(Special.)—Times are more prosperous in Klamath County now than I ever knew them to be before," said State Treasurer Moore today, on his return from a trip to that county. In company with him he went on a three weeks' fishing expedition to the mountain streams which flow into Upper Klamath Lake, and reports having had a very enjoyable outing. In speaking of his observations, Mr. Moore said:

"The only complaint that the people out there have to make is that there is more work than can be done with the labor that can be employed. Money is plentiful and the hay crop is large. Farmers are able and willing to pay good wages, but a sufficient number of men are not to be had. Two dollars a day and board is being paid for men who work in the hay fields."

"Cattle are in splendid condition, and with plenty of feed and high prices for beef, the people of that section have a very bright outlook for the present and coming seasons. Money is being invested in various improvements that indicate a rapid development of the country."

"Hundreds of men and women are going into the mountains between Goose Lake and Klamath Lake to take up yellow pine timber land under the timber and stone act. Each person can purchase 160 acres at \$2.50 per acre from the Government. Many buyers of timber land are also going to the Upper Deschutes country in the northern part of Klamath County. So numerous are the seekers for timber land in that section that all lively terms are kept busy, and it is difficult to get a tract except by ordering in advance. The farmers are making money, but the horses look pretty well worn out."

"The timber land now being taken is a long distance from railroad transportation, so it would seem that the people are buying the land upon the belief that a railroad will be built into that country in the near future. The timber would be of little value without transportation facilities. It is yellow pine, averaging about 30 inches in diameter, with the first limbs 40 to 50 feet from the ground. So far as I know, the land is being bought by people who want to hold it for their own benefit. If it should be found later that one company is buying out the first purchasers, that would be an indication that a railroad is to be built by those interested in the development of their timber property."

IN TOMORROW'S OREGONIAN

Additional to all the news and the customary departments, The Sunday Oregonian tomorrow will contain:

PLAYING THE GAME OF NAVAL WAR—Mimic engagement this month on the Atlantic Coast that will surpass anything before attempted. Illustrated.

WHY THE PURSUIT OF TRACY FAILED—By Walter Lyon, private secretary to Governor Geer. Illustrated.

MODERNA IN HER CALIFORNIA HOME—How the distinguished actress spends her summer vacations. Illustrated.

MRS. PEARY TO JOIN HER HUSBAND IN THE ARCTIC—Fitting out a vessel to start this month with her little daughter. Illustrated.

MY LADY: A STORY OF AN APPRENTICE SAILOR—By Adelaide Fleming Wilson, of Portland.

SUMMER SCENIC BEAUTY OF PORTLAND HOMES—No. 7.

AMERICAN COTTON IN ENGLAND—How it is sold and made into cloth for the world. Illustrated.

MR. DOOLEY'S LETTER—The philosopher's views on the home life of geniuses.

GEORGE ADER'S FABLE IN SLANG—Points of difference between learning and learning how.

have to be scrutinized by the Board of Public Works. This caused Councilman Bentley to say that the Board of Public Works has, as a matter of fact, very little to do with franchises, and that Mr. Graden and the Hillsboro railroad people are going ahead with the building of their line, notwithstanding the action of the Board of Public Works recommending some amendments to the franchise, and that the city can enjoy the company if it is desired to stop the work. Mr. Chase remarked that the Council has the key to the situation, and the Board of Public Works cannot veto its action. Mr. Sharkey asserted that the East Side water plant this extension on water street, and that a connection be made with the Southern Pacific Company, as the track would be standard gauge. He said the people thought that for the franchise the railway company ought to put in at least one-third of the cost. Bentley thought something ought to be obtained for the franchise, which would be valuable. The railway company for the block should furnish 10,000 yards of dirt for the filling at \$15 a yard per yard. Jacob Beck, representing a large number of property-owners, addressed the committee, asking that the improvement of Seventh street be delayed until a new large water main, which has been petitioned for, can be laid. He explained that the matter is before the Water Committee, which has not met recently, and that a water main would probably be agreed to. He stated that a large main is required in Seventh street, and that William M. Ladd, who is one of the Water Committee, had informed him that the new main may be put in and the Water Committee is having about five miles of eight-inch mains made. The City Auditor was directed to consult with the Water Committee concerning the case. Mr. Beck also delayed until while they were at it it would be a good thing to require the Columbia Telephone Company, which used Seventh street for its lines, to put in a new ground before the street is improved. A petition of H. S. Rowe and others for the vacation of Adams street, Lynnwood, was read, and was set for hearing Wednesday, August 20.

A favorable report was agreed to in the matter of the petition of the Merchants' National Bank and others for the opening of East Third street.

An acceptance was read from the West Side & Suburban Railway Company of the franchise granted it by ordinance.

The ordinance providing for the erection of asphalt, artificial stone, natural stone, cement and concrete sidewalks in the residential section of the city on the West Side, was discussed. The penalty was increased, the fine for violation of the ordinance being fixed at \$20 to \$300, or imprisonment of 15 to 30 days.

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