

BUS MEN ARE MET.

Commercial Congress Begins Session at Seattle.

NEW SOUTH MEETS NEW WEST

John Barrett is There, and Tells All the Delegates of the Glories of the Lewis and Clark Fair to Be.

(Continued from First Page.)

With speeches out of the way the real business of the convention will take place tomorrow and the committee on resolutions will make an early start.

GOVERNOR McBRIDE'S SPEECH.

Chief Executive of State Welcomes the Members of the Congress.

SEATTLE, Wash., Aug. 18.—(Special.)—In giving greeting to the delegates to the Trans-Mississippi Commercial Congress Governor McBride spoke as follows: Gentlemen of the Trans-Mississippi Commercial Congress: It affords me great pleasure to extend to you a cordial welcome to the state of Washington. The doors of the state are open to you. And I know I am but echoing the sentiments of the people of the entire state when I express the hope that you may enjoy yourselves here as well as may carry away with you the memory of days pleasantly and profitably spent. I feel that the state of Washington is to be congratulated upon the fact of its being selected as the place of meeting of this congress—the first gathering of representative men of the great West to take counsel together for the purpose of furthering the interests of the Trans-Mississippi region.

Increasing knowledge carries with it increasing capacity for accomplishing results. For that reason sessions of congress must necessarily be of great benefit. Each session becoming better acquainted, as it does, with the requirements of every other section, all are better enabled to work together for the many interests we have in common. The result of its past sessions has demonstrated that it is an efficient force in the upbuilding of that great section of our common country which is the West. It is ready to be looked upon by many as second in importance only to our Federal Congress, and there is no reason why its influence should not continue to widen in the future it should not prove to be even a more effective instrument than it has been in the past in the advancement of our commercial interests.

Time was—and not so very long ago at that—when vision of our Eastern brethren did not penetrate beyond the Mississippi. True, there were exceptions to the rule. The vision of the commerce of the Atlantic would relatively sink in importance. While the Pacific Ocean, its shores, its islands, and the vast regions beyond, would become the chief theater of events in the world's great theater.

The great stream of humanity is still widening. It will be defined as the Alps region is being rapidly filled with an enterprising population, and the development of its resources is keeping pace with its ever-increasing population. The relative as well as actual. Upon comparing it with the country as a whole it will be found that it is daily becoming greater. The relative importance of the Trans-Mississippi region will continue to increase until when it has come into its own—when its arid sections are made to feel the quickening breeze of the life-giving waters and all its great resources are fully developed—when it has attained unto its full growth, the commercial center will shift from the hand of the East to the fingers of the West. And when that time comes the term Trans-Mississippi will no longer be applied to the region west of the Mississippi. It is one of the least important portions of the United States lying east of the Mississippi River.

I said a moment ago I felt the State of Washington to be congratulated upon the selection of Seattle as the place of meeting of this Congress; and inasmuch as the fostering and the development of our commerce with the Orient is one of the lowest questions inviting your attention, and Seattle is destined to become if not the principal at least one of the principal gateways of that commerce I also feel that the selection of our Queen City for this gathering was peculiarly appropriate. In the past few years striking events in the far East have crowded upon each other thick and fast, and the eyes of the civilized world have become focused upon that distant portion of the globe as never before, at least in modern times. As a result of the war in the East, the Orient has become a world-wide power, and our relations with the Orient necessarily underwent a great change. What the future may have in store no one can accurately predict, for it is not the future which we should read in advance of the unfolding of the scroll which is written by the finger of an inscrutable providence. But this much we know: that the Orient is the world's oldest civilization, and the latest product of the new, stand facing each other separated by the broad sweep of the Pacific Ocean, and we have every reason to believe that the selection of Seattle, our Queen City, for this gathering will be the dominant power upon that ocean. Signs are not wanting that the mystical East is heeding the voice of the practical West—that a great awakening is near at hand for the teeming millions on the other side—that the day foretold by Seward is rapidly approaching when the Pacific Ocean, its shores, its islands, and the vast regions beyond will become the chief theater of human events. In the great changes foreshadowed I believe this country will be the chief beneficiary, and that the Trans-Mississippi region by reason of its location and its resources will profit more than any other portion of our common country.

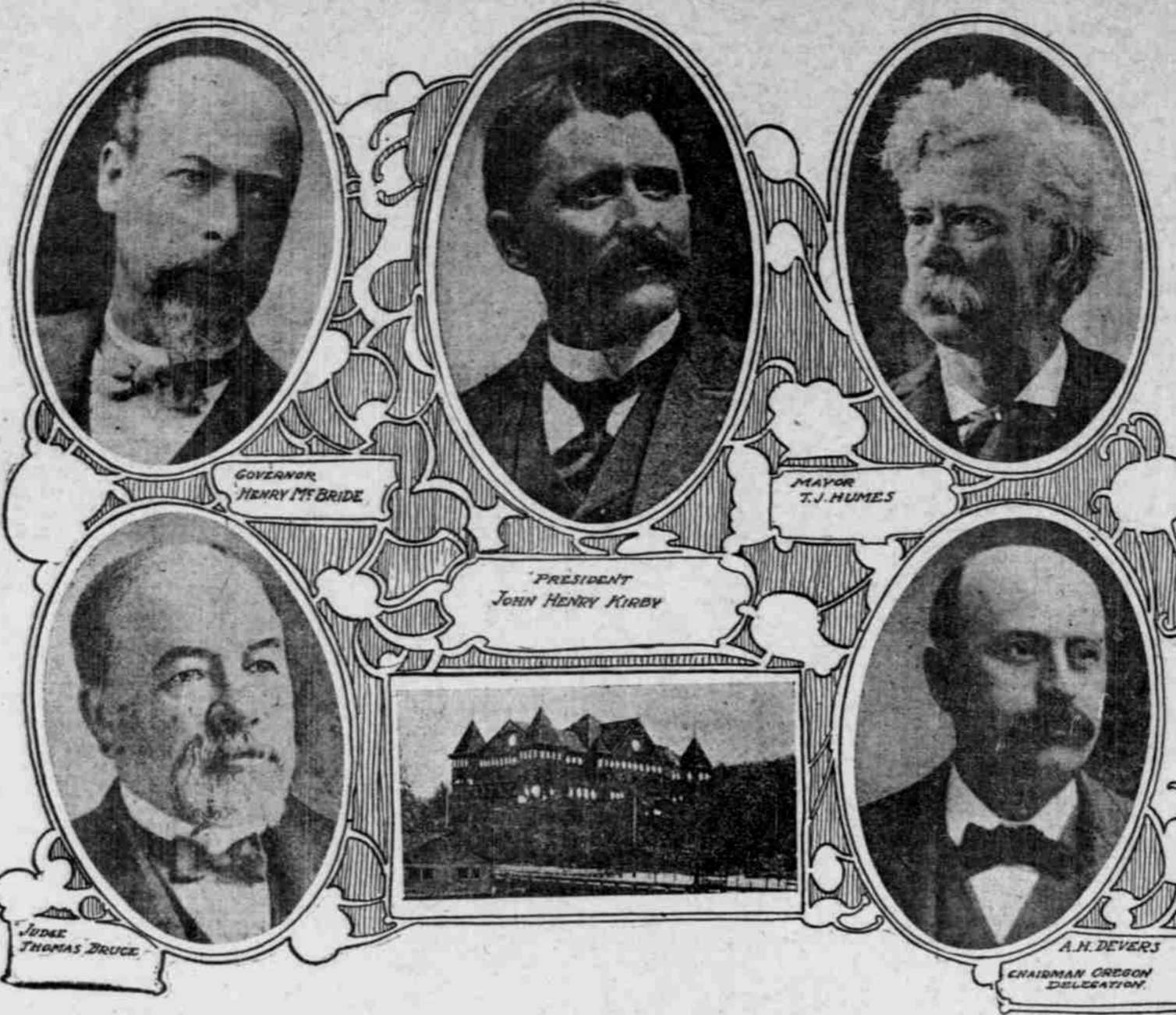
TOWN IS WIDE OPEN.

Mayor Hume's Welcome of the Congress to Seattle.

SEATTLE, Wash., Aug. 18.—(Special.)—Mayor Hume spoke in part as follows: "Although town lots were sold here 30 years ago, and even then we were called Seattle, our real history did not begin until the year 1880. At that time Seattle was snuffed out. Not a dock, not a wharf, not a business-house was left. It was then by united effort and the help of a spirit that knew no failing and suffered no discouragement that the city of today was built.

It has been sometimes a hard matter to convince those in authority that Seattle people are really part of the Government. But fortunately nature has no secrets that we need ask but little of our authorities at Washington. We asked for a fort on the bluff north of the city to protect our interests. The Government replied that if we would purchase a suitable site and give it to us

PROMINENT MEN AT THE TRANS-MISSISSIPPI CONGRESS, WHICH OPENED YESTERDAY AT LESCHI PARK, SEATTLE



we should have it. We went to work, bought the land gave it to the Government. We got our fort.

In front of us stretches Lake Washington, an immense and beautiful expanse of clear, fresh water. Here is an inland lake, with a depth of over 600 feet. Here might all the navies of the world find a fresh-water harbor. We asked the Government to build us a canal to bring our battleships to this fresh-water haven. From the time the project was first spoken of engineers have recommended it. We went to work, bought the right of way, gave it to the Government, and now will have one of the finest fresh-water harbors in the world for our vessels.

Not in Europe, where in many cases the railroads are owned by the state, are the rates proportionally as low or shipping facilities as good as they are here. For example, to transport a ton of freight 100 miles by rail in England costs \$1.35, in France \$1.10, in Australia \$1.20, in Germany \$1.40, and in Russia \$1.70, whereas in this country it costs but 72 cents. But in the State of Washington a ton of lumber is carried by rail 100 miles for 40 cents—a rate altogether lower than was ever before given anywhere else under anything like the same conditions.

"If we could have for the products of the farm and the factory correspondingly low rates and adequate shipping facilities across the Pacific Ocean, so many living could say to what proportions our commerce would speedily grow. That is the problem—the problem of cheap and stable ocean rates—upon which Mr. Hill is now engaged, and the great ship canal now being built at New London are expected to solve it.

JUDGE BURKE'S ADDRESS.

Welcome on Behalf of Seattle's Commercial Interests.

SEATTLE, Wash., Aug. 18.—(Special.)—Judge Burke spoke as follows: "In behalf of the commercial interests of Seattle I bid you welcome to the city. We are glad to meet you, to take sweet counsel together, remembering that in the multitude of counselors there is safety. We rejoice to see here so many representative men from all parts of the country seeking information at first hands about the far Northwest. It is one of the most hopeful signs of the times that men occupying high official positions in the Government as well as men prominent in private life have come to the West with a patriotic duty to visit and become acquainted with the different sections of our common country.

"The question of immigration into the United States is one which has gradually been becoming more acute during the past decade, and which will continue to augment in importance and significance as the time progresses.

"From the time when the Pilgrims were forced from their abodes by the tyranny of a despotic and often despotic oppression, and landed upon the then inhospitable shores of New England, the Old World has been contributing in an ever-increasing ratio to the population of this country. Day by day, month by month, and year by year, the sailing ships and the steamers have been increasing their accommodations and efficiency in transit to take care of the incoming throngs of men, women and children seeking prosperity and habitation in the new 'Golconda,' and paving the way in turn for the movement of their relatives, friends and acquaintances.

"While, of course, a very large proportion of the immigration which has yearly been coming into this country through the Atlantic and Gulf ports has been of a permanent character, it is unfortunately the fact that our possessions have been made the dumping ground of Europe, and the transportation of undesirable adults and their progeny has been facilitated by private and Governmental aid, not because of a particular desire to assist in the upbuilding of American citizenship, but rather through a desire to rid the countries and provinces of the Old World of a class which contributed but to the evil and villainy of the countries out of which they were sent.

"Fortunately, the United States, with its magnificent domain and possibilities for amalgamation, has been but little hurt through the causes mentioned. But the newcomer what he may, his nativity, habits, speech and thought were obliterated forever in the second and third generation, and even the traditions of early habitation are absorbed by the free atmosphere of the new home, and thus in less than half a century there is generated a purely American type, from which has been removed the ill and attributes which characterized the immigrant himself when first landed upon American soil.

section of our own country, considering the newness and the nature of the territory, where the farmer, the merchant, the lumberman and the manufacturer are so well and so cheaply served with transportation as in the State of Washington.

"Not in Europe, where in many cases the railroads are owned by the state, are the rates proportionally as low or shipping facilities as good as they are here. For example, to transport a ton of freight 100 miles by rail in England costs \$1.35, in France \$1.10, in Australia \$1.20, in Germany \$1.40, and in Russia \$1.70, whereas in this country it costs but 72 cents. But in the State of Washington a ton of lumber is carried by rail 100 miles for 40 cents—a rate altogether lower than was ever before given anywhere else under anything like the same conditions.

"If we could have for the products of the farm and the factory correspondingly low rates and adequate shipping facilities across the Pacific Ocean, so many living could say to what proportions our commerce would speedily grow. That is the problem—the problem of cheap and stable ocean rates—upon which Mr. Hill is now engaged, and the great ship canal now being built at New London are expected to solve it.

"The people of the Northwest are watching the progress of this movement with deep interest, and who may be given in doing upon the sea what he has done upon the land—namely, in revolutionizing rates and transportation methods—it means the raising at once of the commerce of the Northwest to a position of great international importance. Its benefits will be felt on every farm and in every workshop from Seattle to St. Paul.

"We shall find ourselves in the forefront of a struggle, not with our neighbors for this little trade or that, but with the commercial nations of the earth, for the mastery of the Pacific. The victory will go to those who have the best railroads and the best ships, and who may be given the best. So far we have surpassed every other country in our system of transportation on sea as well as on land. If so, the prize of Oriental commerce, with its new and growing markets, is ours."

QUESTION OF IMMIGRATION.

Tom Richardson Presents His Views on the Subject.

SEATTLE, Wash., Aug. 18.—Mr. Tom Richardson, of New Orleans, spoke in part as follows: "The question of immigration into the United States is one which has gradually been becoming more acute during the past decade, and which will continue to augment in importance and significance as the time progresses.

"From the time when the Pilgrims were forced from their abodes by the tyranny of a despotic and often despotic oppression, and landed upon the then inhospitable shores of New England, the Old World has been contributing in an ever-increasing ratio to the population of this country. Day by day, month by month, and year by year, the sailing ships and the steamers have been increasing their accommodations and efficiency in transit to take care of the incoming throngs of men, women and children seeking prosperity and habitation in the new 'Golconda,' and paving the way in turn for the movement of their relatives, friends and acquaintances.

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"Fortunately, the United States, with its magnificent domain and possibilities for amalgamation, has been but little hurt through the causes mentioned. But the newcomer what he may, his nativity, habits, speech and thought were obliterated forever in the second and third generation, and even the traditions of early habitation are absorbed by the free atmosphere of the new home, and thus in less than half a century there is generated a purely American type, from which has been removed the ill and attributes which characterized the immigrant himself when first landed upon American soil.

removed from the great centers of commerce and acute civilization and are permitted to enjoy their new freedom in the cultivation of the soil. In these areas even the slave becomes the free man and the wolf becomes the lamb. The peace of a pastoral occupation quiet the disturbing elements of anarchy and socialism, and the man becomes in time an American, contributing to his particular commonwealth the fruits of his energy and effort, which is one of the elements of state prosperity.

"I am strongly opposed to an unrestricted immigration, and the force of this proposition is borne out by several of the suggestions which have preceded this remark. The south of Europe must not be dumped into the circulation of our large cities, if it should be received at all. The degenerate may continue the degenerate, even though his children become fair American citizens. The murderer, the thief, or the social outcast should be given back to the country which gave him birth, but the immigrant, in all cases, long as he or she be of good health, should be given the benefit of the possible doubt. The government, however, should not lose sight of the immigrants immediately upon having permitted their entrance into this country. It should be demanded that they be taken from the large cities, where, in a number of instances, they add to the undesirable portion of their population, creating additional demand for charity and public benefactions, and existing with what energy or brawn they possess, in an atmosphere frequently little better than the one they left.

"It remains to be seen whether the great West can furnish homes for millions of people, and it is into the great Trans-Mississippi country which is crying with open arms for the agriculturalists, and the artisans, that the immigrant should be taken from the large cities, where, in a number of instances, they add to the undesirable portion of their population, creating additional demand for charity and public benefactions, and existing with what energy or brawn they possess, in an atmosphere frequently little better than the one they left.

PRESIDENT KIRBY'S MESSAGE.

Evokes Much Applause From the Delegates.

SEATTLE, Wash., Aug. 18.—(Special.)—In the unavoidable absence of President Kirby the following message was read by Mr. Tom Richardson, and was greeted with great applause: "The opening of the Trans-Mississippi Commercial Congress: When Seattle was selected as the place at which to convene the 14th Trans-Mississippi Commercial Congress, there were not a few who shook their heads and declared that Seattle, looking out upon the Pacific, was too distant from the populous region to the Trans-Mississippi area to command a large attendance. Delegates from Louisiana, Texas and other States responded to the roll refute that prophecy. This is sufficient in that it demonstrates that the Trans-Mississippi Commercial Congress has become a fixed entity among the great institutions that make for the progress of the American Republic.

"It is true that railroads eliminate time and distance, but there have been superadded to that sterner American sentiment and one which has a more far-reaching aim which has wiped out all but geographical divisions of the Republic, compelled the disappearance of sectional lines, and brought every citizen of the country without respect to what may be the state of his residence to stand for the symmetrical development of a superb social unity, ordained in the great primal law of evolution to construct on the Western hemisphere the grandest and most lasting civilization this old world has ever known.

"The Trans-Mississippi Commercial Congress was conceived in the fact that the doctrine of American pre-eminence, receiving a greater share of benefactions from the General Government than those contributory to the Gulf and the Pacific, and that an unofficial body, representing the concrete form the hopes and ambitions of a mighty people, populating an area that embraced two-thirds of the then territory of the United States and producing approximately 75 per cent of its exports, could be made a potential factor in directing the American Congress to an impartial distribution of the favors of government. Then the Trans-Mississippi Commercial Congress was sectional. It was in obedience to the law of economic necessity. But it is not so now, for whosoever participates in the life of the Trans-Mississippi Commercial Congress is an evangel of American industry called to preach the doctrine of American pre-eminence. The congress was organized to bring transportation facilities to the producers of the larger part of the Nation's domestic and export wealth, who toil in the cotton and grain fields, in the lumber, the iron, the coal, and the oil regions, and in the silver and lead and copper and gold mines of the West; to command the aid of the Government in fostering the agricultural possibilities of vast areas that with irrigation will give richer reward to the husbandman's patient labor than any other upon the earth's surface; to effect the development of harbors on the Gulf and Pacific coasts and to conserve the tremendous energies of the Mississippi River. These problems are all in process of solution, and the duty of the Government is become so obvious that no one

need doubt the perfection of these vast enterprises. As tardy as the Government sometimes is in the execution of its obligations to the citizen, it has not been known to fail when once it sets its hand to the discharge of a great public duty. Indeed, that which is now the mission of the Trans-Mississippi Commercial Congress is as broad, as deep and as eternal as the Republic itself.

"The roar of Dewey's guns at Manila was the strident voice of evolution. Destiny directed that voice, and when it spoke it declared anew the doctrine of the survival of the fittest and the struggle for American supremacy over the world. Since that portentous hour, with the economics for the promotion of which it was organized, disposed of in a large measure, the mission of the Trans-Mississippi Commercial Congress is become to insist on opening up the routes to the markets of the Orient and to the Pacific Coast states of Latin America; that the surplus products of the country may find profitable sale, for by no other policy is it possible to insure and maintain the prosperity and the commercial supremacy of the United States.

"Already the rapid commercial growth of the United States has aroused a jealousy and apprehension on the part of European countries which, with all their industrial supremacy can not conceal. This is gratifying to American pride, but it likewise is a challenge to American genius. Whatever diplomats may tell you, we stand alone as the only nation that has the right to supremacy among the giant nations of the world. If we win, we will win upon American initiative and sustained industry. If we fail, we will fail through the decadence of American statesmanship. That is not possible.

"Behold how our commerce has grown and multiplied by leaps and bounds. The excess of our exports over our imports is greater than that of all other countries combined. And it is the trade balance that determines commercial primacy. The exports of the United States for the year 1902 amounted to the dizzy aggregate of \$1,550,000,000. As recently as 1870 the total exports were but \$700,000,000, or \$850,000,000 less than the aggregate imports for that year. The trade balance is as the vast balance between exports and imports, it is but small when compared to that which will obtain when we shall take from Great Britain and Great Britain the import trade of the Pacific Coast states of Latin America, our geographical heritage, and crowd upon the Asiatic products of our flour and cotton mills and looms and foundries and machine shops.

"The international commerce of the world in manufactures amounted last year to \$4,000,000,000, and the United States furnished more than 10 per cent of this grand total.

"When we consider that the exports from the factories of the United States amounted to but \$1,248,500,000, and that in 1890, after a lapse of 10 years, they had grown to but \$181,102,376, while in the last 12 years they have reached a sum in excess of \$500,000,000, the extraordinary expansion of our commerce is realized. In the contemplation of so marvelous an exhibit is not the most unindulgent American prompted to commend the policy of our country as it is realized. In the contemplation of so marvelous an exhibit is not the most unindulgent American prompted to commend the policy of our country as it is realized.

"The influence of the immigrant upon the political conditions in this country are such as to seriously endanger the right of purely American citizenship and are rapidly engendering socialistic doctrines and practices as is evidenced from time to time in the greater cities of the East and Middle West. Anarchism, Communism and Socialism, in their present day meaning and intent, should be taken from the political arena, nor should the teachings nor practices of their advocates be considered nor tolerated.

"Yet combination and control makes it possible to subvert this general prosperity and make it a means of increasing merely individual wealth held in the hands of the few. The extension of agriculture into the great plains and valleys of the West must so increase the production as to make individual control impossible, even when the magnificent forces of nature have produced a harvest to be taken into consideration. We need these great acres tilled; we need energy and brawn to work out the final destiny of this great country. The human elements which have made the East a feverish hive of industry and of wealth must find their way into the great West and put into movement the things which at present lie dormant, awaiting the period when human necessity must needs realize upon it.

"I believe the time is ripe when the United States Government should be forced by its representatives into establishing a rigid investigation into the character and possessions of every immigrant who comes into this country, and that the Government should be empowered to witness an accumulation of trouble and our great centers of population the scene of turmoil and strife, in which America will, of necessity, be made to suffer."

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BLOOD HUMOURS

Skin Humours, Scalp Humours, Hair Humours,

Whether Simple Scrofulous or Hereditary

Speedily Cured by Cuticura Soap, Ointment and Pills.

Complete External and Internal Treatment, One Dollar.

In the treatment of torturing, disfiguring, itching, scaly, crusted, pimply, blotchy and scrofulous humours of the skin, scalp and blood, with loss of hair, Cuticura Soap, Ointment and Pills have been wonderfully successful. Even the most obstinate of constitutional humours, such as bad blood, scrofula, inherited and contagious humours, with loss of hair, glandular swellings, ulcerous patches in the throat and mouth, sore eyes, copper-colored blotches, as well as boils, carbuncles, gummy, itchy, and sores arising from an impure or impoverished condition of the blood, yield to the Cuticura Treatment, when all other remedies fail.

And greater still, if possible, is the wonderful record of cures of torturing, disfiguring humours among infants and children. The suffering which Cuticura Remedies have alleviated among the young, and the comfort they have afforded worn-out and worried parents, have led to their adoption in countless homes as priceless curatives for the skin and blood. Infantile and birth humours, milk crust, scalled head, eczema, rashes and every form of itching, scaly, pimply skin and scalp humours, with loss of hair, in infants and childhood, are speedily, permanently and economically cured when all other remedies suitable for children, and even the best physicians, fail.

What? This is a question for statesmen to deal with, not for those busy creatures who tax their energies to meet the mere requirements and exigencies of partisan politics, but for men of affairs who hold in their hands the destinies of the greatest Nation on earth. It is the responsibility of the most commanding race of men and women the history of this world has ever known.

"Time was when the Mississippi River marked the stopping place of the American Republic, nor did it go beyond into the wilderness of the West until a President of the United States, confidently looking upon the commerce of the Louisiana purchase, the Louisiana purchase, consumed the Louisiana purchase. That spirit of adventure and demand for elbow-room that has characterized every progressive people of the world, looked upon the sea and dominated the commerce of the world, swept Americans on to the possession of the Trans-Mississippi regions. It was that same energy and foresight that bore Americans to the conquest of Florida, Texas and California into the territory and Union of the States.

"Obeying still the same spirit, and yielding to the same great law, the American Republic, in the hands of men of affairs of the Orient in anticipation of that hastening day when the surplus foodstuffs and manufactures of our developing country must find a purchase market in the Orient, but in the sphere of colonial and commercial influence now occupied by Great Britain and Continental Europe. And in this thought I am reminded that from the hands of men of affairs of the Orient in anticipation of that hastening day when the surplus foodstuffs and manufactures of our developing country must find a purchase market in the Orient, but in the sphere of colonial and commercial influence now occupied by Great Britain and Continental Europe. And in this thought I am reminded that from the hands of men of affairs of the Orient in anticipation of that hastening day when the surplus foodstuffs and manufactures of our developing country must find a purchase market in the Orient, but in the sphere of colonial and commercial influence now occupied by Great Britain and Continental Europe.

"When I consider the geographical position of the United States with respect to Mexico, with respect to the Pacific Coast States of Latin America, with reference to the Pacific Coast provinces of China, with this vast population now dependent on Europe to provide them with the necessities, and that Europe to gain the trade of the Orient must cross two oceans while the great West can cross the Atlantic in a few days, I am convinced that the Great Master of the Universe has designed the American Republic to eventually become the one transcendent civilization of the world. But the great Master will solve for us the problems in transportation and statesmanship that these conditions make obligatory upon a chosen people. Not the least of these is a consular service in the hands of men of affairs training and acumen rather than in those of men who hold their positions by the grace of partisan favor. It is the peculiar province of this Congress to consider this and other problems upon which I have given but scant attention in an address demanded rather than as a matter of form upon an exhaustive treatise on economic conditions. But the great Master will solve for us the problems in transportation and statesmanship that these conditions make obligatory upon a chosen people. Not the least of these is a consular service in the hands of men of affairs training and acumen rather than in those of men who hold their positions by the grace of partisan favor. It is the peculiar province of this Congress to consider this and other problems upon which I have given but scant attention in an address demanded rather than as a matter of form upon an exhaustive treatise on economic conditions. But the great Master will solve for us the problems in transportation and statesmanship that these conditions make obligatory upon a chosen people. 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