

VIEW THE FAIR

Immigration Agents See Exposition Sights.

THEY ARE WELL PLEASED

Party Highly Enthusiastic Over Portland's Coming Show.

THEY PRAISE OUR SCENERY

General Immigration Agent, C. W. Mott, Pays Glowing Tribute to Oregon and Her Resources—Pleads for Irrigation.

When the Northern Pacific special train pulled out last evening it contained 26 converted missionaries to the Lewis and Clark Exposition. It contained the same number of enthusiastic admirers of the city's beauty and possibilities, and not one of them was modest in expressing these sentiments.

One railroad man of some 30 years' experience confidentially stated that he had never before heard so many flattering statements from railroad men as were heaped upon the Lewis and Clark Exposition and Portland generally.

This frame of mind in which the official Northern Pacific party, led by General Passenger Agent A. M. Cleland, departed last evening, indicates much for the future and success of the Exposition, for it was given out by the party yesterday that the trip to Portland was made at this time for the particular purpose of investigating the Exposition.

The stay of the official party was made pleasant for them in every respect. A warm sun kept them in merry all day long and gave every opportunity for seeing the Exposition and city at their best. In the forenoon the party was taken in a trolley to the Exposition grounds, escorted by L. N. Fleischner and Oscar Huber. An hour was spent there, the return trip being made in time for luncheon at the Commercial Club, where the party was waited upon by a number of prominent citizens.

Outlined Railway's Attitude.

The feature of the day was the brilliant talk made after lunch by C. W. Mott, general immigration agent and spokesman for the party, in which he outlined the attitude of the railroad companies toward the Exposition, and made a number of valuable suggestions.

The luncheon was presided over by Vice-President L. N. Fleischner, of the Lewis and Clark Exposition. Besides the guests of honor there were present W. L. Bots, T. B. Wilcox, C. E. Ladd, A. L. Mills, Samuel Connell, Judge M. C. George, Colonel James Jackson, E. B. Piper, Judge Cleland, A. P. Tift, Frank Dresser, D. C. Freeman and O. Huber.

Mr. Wilcox was introduced as the first speaker, and in a few well chosen words he complimented the Northern Pacific Company on the interest taken in the Lewis and Clark Exposition and in Oregon. He assured them that the people of Oregon appreciate what the railroads have done and are doing to bring people here next year, and said that Portland will be ready to measure up to the task of making the best of the great opportunity which the Exposition will give.

Mr. Mott, the spokesman for the railroad company, was then presented. He showed a surprising knowledge of the conditions existing in Oregon and spoke forcefully and convincingly of the needs of the country and of the Exposition. His remarks were frequently interrupted with enthusiastic applause.

Speaks of Portland.

"Every trip I make to Portland," said Mr. Mott, "impresses me with the unique location of the city. No city," he continued, "that I have ever visited, and I have been in a great many, has so much scenic beauty at and near its location. Standing on Portland Heights and gentlemen, Portland Heights was made by God, and I believe he made them for Portland, for he falls to duplicate the same in Tacoma or Seattle—standing on this magnificent front porch, the eye traverses to the right and beholds your beautiful valley, the Willamette Valley, golden in appearance with the waving grain in the summer and loaded in the fall with fine fruit. Your eye also catches a glimpse of superb Ore-



gon City, which has become almost a beehive of industry. To the front lies your own beautiful city with its well-kept streets and beautiful homes. Your front yards are dotted with flowers which seem to bloom every month of the year, and looking a little farther your eyes meet the grand Columbia—king of all rivers—and also that old historic town, Vancouver, throwing its chest forward with a military air, although sleeping peacefully.

Talks of Mountain Peaks.

"To the left your eyes meet those grand snow-capped sentinels, the most perfect chain of large mountains in the world, Mount Rainier (Tacoma), Mount Adams, Mount Hood and all the rest of them, rising as high as 14,500 feet above the sea level. Standing there in their greatness they compel every one to throw their heads upward in admiration.

"Your schools throughout the country bear the name of being equal to any and far superior to many. A city that has 5,000 children on its rolls must be a city of refinement, must be a city of culture."

"Your cut of lumber last year," continued Mr. Mott, "was \$80,000,000 feet. Your jobbing trades last year amounted to more than \$175,000,000. Your manufacturing projects amounted to \$50,000,000. Your harbor is the best fresh-water harbor in the country, and your people are energetic and wonderfully prosperous.

"Your population in 1850 was only 800, and I think I am conservative in saying that you now have 130,000 people inside your city."

"Now a few words about Oregon. Oregon is known historically and is well advertised throughout the United States. The first billboard ever erected to advertise Oregon was erected in 1855 by Lewis and Clark. The history that these men made has been taught in every school and college where American history is read and taught.

Possibilities of Irrigation.

"The Cascade Mountains divide this state in Eastern and Western Oregon," the speaker said. "Eastern Oregon contains two-thirds of the area of the state, but Western Oregon contains two-thirds of the agricultural lands now in use. With the aid of irrigation the arid portion of Eastern Oregon would be capable of supplying 100,000,000 bushels of wheat, fruit and other cereals. It seems as if there is only one solution of the problem that will make this state one of the greatest states in the Union. That is, increase your rural population to three times your urban population. Put your savings and your local capital into the irrigating ditches that can be constructed in Eastern Oregon, which will transform the sagebrush lands into farms and fields of value and beauty.

"Irrigation makes the intense population. Let me call your attention to your conditions in Oregon. Thirty-four per cent of your people are engaged in agriculture, 8 per cent in professions, 28 per cent in domestic pursuits, 15 per cent in

trade and transportation and 21 per cent in manufacturing and machinery. That means that there are two living on one producer.

"Change this gentlemen! And you can change it by the establishment of irrigation, which means intense population. You have good help in this direction. The Government grinds slow but sure, and the first President of the United States who has ever lent his aid in this direction is Theodore Roosevelt, who has dipped his pen to help restore the arid lands to fields of value and beauty.

"But you must show an interest in your state by promoting every private enterprise by which it is possible to establish irrigation. The more you help yourself the more the Government will assist you.

"I stand ready to help you," Mr. Mott declared, "in getting immigration, as I have done in the past. The assistance that I ask of you is this: Your Commercial Club and other recognized commercial bodies must be liberal in presenting leaflets and books giving the actual facts of each locality, generous with illustrations. Print and arrange this matter in attractive form and send as much as you see fit to me at St. Paul, and I will distribute the same among those who make inquiries about Oregon, and I will distribute also a liberal amount to those whom we will ask to investigate Oregon.

Immigration is Needed.

"The Northern Pacific," he said, "is just as anxious to see an intense population as you who live here. You have not been quite successful in having immigration forces bring actual settlers in any great number to your state. The railroads which have more mileage in your state than we have, and consequently have more interest, look upon immigration as if it were gotten by the blowing of the wind and the idle talk of the boomer. If they had investigated each locality and found the history of each movement and learned the history of the people of the settlements that we have established in the various states which we traverse, they would have found it was done by intelligent and systematic work. We gather the samples which are the product of each locality, and this work is done as energetically and the samples displayed as carefully as is done by any traveling salesman who goes forth to represent any jobbing house of Portland. To populate a country successfully with contented people has got to be a commercial science.

"Now, one of the fortunate things that has occurred to this vicinity and to the entire Pacific Coast," said Mr. Mott, "striking off on a new vein, 'is the establishment of the Lewis and Clark Exposition within your city limits. I examined and viewed for the first time today its location, inspected your buildings and they compare favorably with any that have ever been erected for any Exposition, and I have visited all the Exposi-

New Plans for Exhibits.

"At Spokane I asked them to make an exhibit that would be in the line of identifying Spokane, and suggested to them that

they go East and get glass jars made in imitation of the buildings on their commercial streets and fill the same with fruits and also show their wonderful water-power advantages.

"At Lewiston, Idaho, I suggested that that locality afford plenty of Lewis and Clark history, and I suggested to them to show the Snake and Clearwater Rivers, showing a large raft of apples with Lewis and Clark on it.

"At Seattle I suggested to them to make a model of the battleship Nebraska, which was recently launched there, to be constructed of long timbers, the lower portion of the hull to contain miniature fields of alfalfa and fruit and hops, showing irrigation systems. The deck could contain a complete timber and mineral display and another deck for education, views of their city and reception-rooms, and I hardly think there would be a man, woman or child who would not want to see the battleship made in Seattle.

"In Tacoma I asked them to construct a large timber building 100 feet square. The walls could be used for the display of exhibits. In connection with that, they could make ample demonstration of the city's advantages.

"In making these suggestions it has been my idea to get the cities interested so that each display would be entirely different and would serve a purpose of identifying each locality. Of course, these suggestions are all in the rough, but some of them might work out with pleasing effect.

Praises the Timber.

"You cannot construct on your grounds too many buildings that show the large timber industry. Nothing amazes an Eastern person so much as the size and quality of your timber.

"Work as hard as possible for rural people of the Middle Western States," concluded Mr. Mott, "invite the tourists and capitalists to come and investigate among you, and your Exposition will be a success."

It was the Lewis and Clark Exposition and the beautiful panorama presented from Portland Heights that made the greatest impression on Mr. Cleland, who, by the way, was a 500-per-month ticket seller in Chicago a dozen years ago, said it all surpassed anything he had ever expected. "The Exposition will be a great builder of the Pacific Coast country," said Mr. Cleland. "The Northern Pacific Company will do everything possible to advertise the Fair and bring people here. All our immigration agents are already at work, and all our advertisements bear mention of the Lewis and Clark Fair."

"This Fair is great," said C. A. Matthews, general agent of the passenger department. "We came here rather expecting to see a small fair, and instead we have seen a great one. I am converted."

G. W. Caskey, district passenger agent from St. Paul, said the trip to Portland at this time was arranged because of the Exposition. "It will enable us to work for the Fair to better advantage now that we have been here and learned what a magnificent Exposition you are going to give the world next year. I think Mr. Cleland showed great foresight in arranging the trip at this particular time, and great credit is due him. I have talked with nearly every man of the party today and can say that as railroad men we are going to do all we can to interest in your Exposition our friends, their friends and their friends' friends."

The remarks of D. B. Gardner, district passenger agent, were of particular interest from the fact that he hails from St. Louis and knows all about expositions. "Your Fair is a revelation to me," said Mr. Gardner. "It is a marvel of compactness, and people can see it without walking themselves to death like they have to do at another Fair I know of."

Equally optimistic were the remarks of all the party, all of which hodes much good to the cause of Oregon and the Exposition.

SENATOR IS TO LEAVE.

C. W. Fulton Starts for Washington Next Tuesday.

Senator Fulton will set forth for Washington next Tuesday, but are going will give audience to all persons who have ideas of what Uncle Sam should do and how the Senator can help him do it. Monday evening Mr. Fulton will come up from Astoria with cars open for suggestions and complaints add all day Tuesday will listen.

Today the Senator will be in Umatilla County and tomorrow night back again in Astoria.

Next week the rivers and harbors committee of the House of Representatives will meet to consider the rivers and harbors bill that is to be presented to Congress at the coming session. The bill is expected to carry appropriations amounting to \$80,000,000. Inasmuch as the Chief of Engineers has reduced Major Langitt's estimates of the sum needed for the Columbia bar jetty, the river channel below Portland and the Celilo Canal, it will be necessary to make a strong pull before the rivers and harbors committee of the House and the committee on commerce of the Senate in order to get the allowance for the Columbia River raised.

The Senator said yesterday that a dele-

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gation of influential Portland citizens at Washington could help the Oregon members of Congress and would impress the importance of the two Houses with the importance of the projected improvements on the Columbia.

"We had such a delegation to help us out with the Lewis and Clark bill," said Senator Fulton, "and it backed us up in a very effective manner."

The pruning down of Major Langitt's estimate for the bar, Senator Fulton regrets more than the curtailment of the other estimates, since the south jetty ought to be finished under the next river and harbor act, which cannot be accomplished if the sum allowed for the work is to be only \$750,000, because the amount estimated by Major Langitt as needed for completion is \$1,200,000. The Senator believes that completion of the extension to the jetty will afford a depth of 30 feet on the bar at low tide, but thinks that the full depth required will not be obtained without construction of a jetty from Cape Disappointment.

"That was George H. Mendell's idea," said Senator Fulton, "and I think time will prove it true. He was the father of the present project for deepening the mouth of the Columbia."

After the Hobos.
Hobos are being hustled out of town nowadays as fast as they come in. Chief of Police Hunt has detailed Detectives Vaughn and Heliyer to round up all the vagrants they see and bring them into the station. Yesterday they caught 30 or 35 of them, and have been equaling that number for several days. In the morning the hobos are turned loose again and told to turn their backs on Portland till they have money in their pockets and can show some excuse for living.

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VISIT THE LEWIS AND CLARK
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