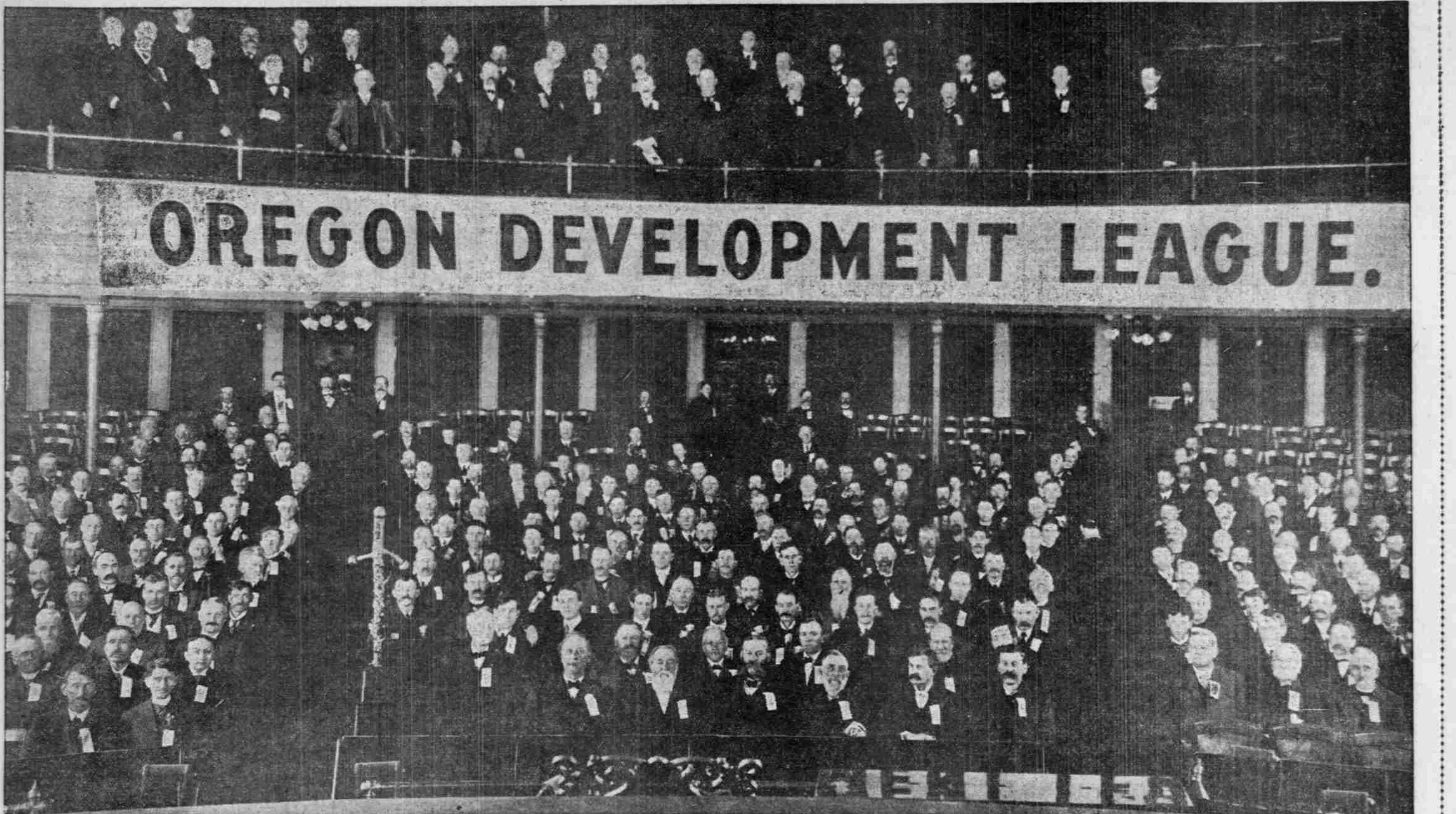


WELFARE OF STATE IS TEXT AT DEVELOPMENT LEAGUE CONVENTION



DELEGATES TO THE OREGON DEVELOPMENT LEAGUE CONVENTION, PHOTOGRAPHED FOR THE OREGONIAN AT THE MARQUAM THEATER BY KISER BROTHERS.

To stretch out a welcoming hand to possible settlers who will meet at the Lewis and Clark Exposition; make a more neighborly Oregon; help to find homes for desirable homeseekers; secure fair railroad rates by the citizens of the inland Empire can with convenience and profit to themselves visit the Exposition this Summer; speeches; work for good roads; these are a few of the watchwords of the second annual convention of the Oregon Development League, which began its meetings in this city yesterday. It was a season of handshaking, and business, participated in by delegates from 52 branch organizations. Rural Oregon joined hands with Oregon's metropolis.

Well done, Hood River! Her delegates landed 75 strong and they marched from the Union Terminal Depot, headed by Everett's band. The visitors wore helmets, special badges, etc., and carried walking canes cut from the celebrated Hood River orchards. The Hood River people had one of the largest contingents in the line-up, and their badges are works of art. They also brought with them a section of an apple tree limb, and labeled the latter "The Big Stick." They also had a "yeil" prepared for the occasion.

The Independence-Monmouth Improvement League came in a special railroad car, and bore 62 faithful "rooters." They brought a brass band with them. Every window in the car was made interesting by bundles of wheat, holly, Oregon grapes, and hop vines 14 feet long. The placard read: "Polk, the Blue-Ribbon County," and the pretty decorations were designed by the women of Independence and Monmouth. Benjamin Franklin Jones, "the lone clamdigger" from Lincoln County, was also among the faithful.

As fast as the delegates landed they made a bee-line for the Marquam Theater where the first general session opened. A spirit of good-fellowship prevailed, and kindly welcomes were given. The reception committee included S. G. Reed, E. L. Thompson, Mrs. F. J. Mann and Mrs. A. H. Breyman, assisted by W. E. Coman, W. D. Wheelwright, Charles E. Ladd, J. L. Cressey, George W. Hazen, Colonel R. C. Judson, R. B. Miller, John H. Beale and H. D. Lewis.

Governor Welcomes Delegates.
President E. L. Smith called the league together and then Governor Chamberlain gave a short address of welcome. "Oregon and her different sections have been arrayed against each other for a long time," began the Governor, "but now there is to be a new regime, and I am here to welcome you to a new Oregon, and I predict that this state, although now practically undeveloped, will soon be among the very brightest in the constellation of states. The organization of this Development League is the first step toward developing and building up the commonwealth. There are yet tens of thousands of acres in our lands awaiting that are to be opened up until they shall blossom like the rose. I welcome you as citizens of a new Oregon and as advocates of the Lewis and Clark Fair, where each section will have a chance for more thorough exploitation. I encourage you in the good work in which you are engaged."

President Smith's Speech.
Warm applause marked the conclusion of the Governor's speech, and in reply President Smith said:
"I thank you, Excellency, for your words of commendation for my own sections of Oregon and of our organization. Never was a truer sentence spoken than that Shakespeare put into the mouth of Brutus, when he said, 'There is a tide in the affairs of men which, taken at the flood, leads on to fortune.' That time has come for a grand future for our State of Oregon. With all that has been done in our state, 30 per cent of our lands await the hands of the planter. Let us build our railroads through all the state; let us extend our waterways from the inland Empire to the seas; let us unite on these common interests, and when we do

we shall welcome a development never dreamed of before."

President H. W. Goode, of the Lewis and Clark Exposition, said, in part:
"In the splendor of the enterprising work of your league, every citizen of this commonwealth should, and does, as the progress of the organization shows, take an enthusiastic interest. Of the beneficent results of your deliberations and your achievements there can be no doubt. In the Lewis and Clark Exposition's system of advertising, carried on most aggressively throughout the country, not a single material point to the advantage or truthful glory of the North Pacific Coast country has been omitted. One of the first acts of the publicity department was to issue a booklet upon Oregon's resources, covering every portion of the state, for the benefit of all communities. I cannot attempt to review the vast good accomplished by this book, but suffice to say that the enormous demand for unbiased facts about the state has, in a measure, been supplied through the Exposition. It will draw the people, and will promote trade and commerce, but after the Fair is over and the visitors have gone, the work of the Oregon Development League will go on. Many visitors will exploit Oregon in the most convincing manner, by removing to this section and by bringing others. The greatest good to the greatest number is the broad, actuating policy of your association. The Lewis and Clark Exposition, from the very nature of things, is bound to multiply your opportunities for good on behalf of the entire state, un-

philtize your importance as a factor in the upbuilding of the country, and closely second your most worthy efforts. I prophesy that in considerably less than ten years the State of Oregon will double its population, and the City of Portland will be a metropolis of 500,000 inhabitants."

Rogue River Valley Resources.
"The Rogue River Valley constitutes what we believe to be the healthiest, richest and most desirable section of Oregon," stated Frank J. Vawter, of Medford. "Very recently, a 40-acre fruit ranch near Medford sold for \$2400. This is situated 300 miles from the nearest great market. Rogue River fruits are noted for keeping quality. Without cold-storage or artificial means, our apples will keep until July. The Rogue River Valley has now about 10,000 acres in fruit. The most important recent project in Southern Oregon is the starting of a branch road from the Southern Pacific to the sugar pine belt on Upper Rogue River. The opening of 100,000 acres of land by this means will mean much to that country. Local capital will accomplish this development."

Horticulture His Theme.
"Horticulture" was the subject chosen by Charles V. Galloway, superintendent of the horticulture exhibit at the Lewis and Clark Exposition, and superintendent of the Oregon fruit exhibit at the St. Louis Exposition. He made the point that all present—and all Oregon for that matter—were practically committed to work for the success of the Lewis and Clark

Exposition. "This is not the time for dire forebodings or for criticism. This is the time to push, and not knock," he went on. "Oregon is going to be the best of the world, and it is to be expected that she will carry off her honors well. All Oregon counties must be represented at the Exposition. Make your display strong on those articles on which your county is strong." He closed with a graceful compliment to the Hood River apples.

One of the busiest delegates at this and succeeding sessions was Manager Tom Richardson, of the Commercial Club. He made brother delegates acquainted with each other, he introduced various speakers and as a spellbinder he was there with the goods.

Addresses were also made by Walter Lyon, the well-known newspaper man from Independence, and secretary of the Willamette Valley League; G. A. Westgate of Albany, "The Opening of the Willamette"; President E. D. Resner, of the Monmouth Normal School, "Education a Feature of Development"; Mayor J. H. Hawley, of Monmouth, "Fine Stock of Polk County"; and R. F. Jones, of Lincoln County, "The Opening of Yaquina Bay to the Commerce of the Willamette Valley."

Four Sectional Meetings.
After luncheon, the delegates found their inclinations pulling them four different ways, as there were no less than four sectional meetings to attend. "Wish I could attend all four!" was the way a

veteran farmer from Salem way expressed it.

The Willamette Valley Development League held forth in the Marquam Grand, under the presidency of Colonel H. Hofer, of Salem. One of the features of the session was the report of the committee on transportation, which was, in part, as follows:
We have the following requests to make of the Southern Pacific Railway Company, and we deem it of the utmost importance that immediate steps be taken in the matter.
That the new observation cars recently put on, and which are now running from Eugene south, be extended so as to run through the Willamette Valley by daylight, in order to give better facilities for the travelers to see the country through which they pass. This matter was taken up with C. H. McCormick, at Chicago, and C. S. Fee, at San Francisco. Mr. Fee telegraphed that the matter had been arranged as requested, and later another telegram was received confirming the arrangement. The operating department of the Southern Pacific Railway Company at Portland claims now that, owing to lack of facilities at Portland for turning the cars, it will be impossible to put the cars on, and that they cannot be run from Portland south. We would therefore request that some steps be taken to remedy the difficulty at Portland, so that it is of the greatest importance that these cars be run through the valley on the day train. There seems to be little difference of opinion between the local officials of the Southern Pacific Railway Company and the higher officials in regard to the advisability of running these cars south, and your committee feels that, with a little effort, arrangements could be made to

run the cars from Portland to Glendale and return on trains Nos. 11 and 12, and thus enable travelers to get a better idea of the richness and fertility of Western Oregon.
That the train now leaving Portland at 4 o'clock P. M., and known as the Albany local, be extended to Eugene so as to give the patrons of the railway between Albany and Eugene better facilities for going to and from Portland, and thereby enabling them to go to Portland and return the same day.
That in view of the importance of the Lewis and Clark Fair to Western Oregon, an excursion rate of one fare for the round trip, with stop-over privileges be made from Portland to any point in Western Oregon, good for 29 days on the regular trains, as we feel that such a rate would induce a number of visitors to inspect this part of the state.
That the Southern Pacific Railway Company run a daily excursion train from Portland to the West Side by Eugene by way of Chualar and Albany, returning to Portland by way of the Springfield-Woodburn branch. Such an arrangement as this would enable visitors to see the best parts of the Willamette Valley, and it would also give the inhabitants of the different towns through which the train would pass an excellent opportunity to show the products of their community, greeting the visitors, and give them samples of their fruit, flowers, etc.

President Hofer's Statement.
"As president of the Willamette Valley Development League it becomes my duty to call this, the agricultural section, of the State Development Convention to order. It is to be hoped that you will do your part in making this great gathering a success, and that the 'happiest' department will be intensely interesting," said Colonel Hofer. "How can the largest number of these immigrants and tourists and Fair visitors be got to see the rural regions that are the boast and the backbone of Oregon? We have heard from the people on this matter, and the delegates from the agricultural section are here to ask for the best possible train service, the most possible trains, the lowest possible rates and the greatest possible conveniences to take the millions into the interior of Oregon. The people of Oregon have been very liberal in their treatment of the transportation companies, and realize that they have received some substantial advantages in return. The upbuilding of the City of Portland and the success of the Lewis and Clark Fair have been largely due to their efforts.
In making demand for the development of the interior of the state it is from the business standpoint. Railroad managers will do well to heed it and meet the demands of the business men of Western Oregon half way. They are not dealing with a lot of cheap-pass candidates or \$30 statesmen such as are found in many of the Legislatures.
In speaking for the farming population of the Willamette Valley—including the laboring people and inhabitants of the smaller cities and towns—we want to make a plea for them to have better facilities to attend the Fair. What would be the harm in having special excursions for their benefit—on the plan of the railway employees' excursions—a fixed sum like a dollar for the round-trip from any part of the Valley, and especially on Sunday for the men who work all the week and cannot get to the Fair during the week. The farmers who raise the crops and pay the taxes and raise the families that constitute the masses of the people are entitled to consideration as well as the wealthy residents of other states who are here on pleasure bent, and never expect many of them, to leave their comfortable homes in the East."

Supplementary Report Adopted.
The following supplementary report, submitted by E. F. Jones, of Lincoln County, was adopted:
Whereas, the coast line of Oregon is indented by numerous bays and water ways, and whereas, the Government of the United States has recognized Yaquina Bay as a safe harbor, with a present depth of 25 feet of water, and being connected with railroad facilities with the great Willamette Valley, and one of the chief gateways of the Orient; therefore be it
Resolved, by the Oregon Development League, in session assembled, that we urge the hearty

co-operation of this league and the citizens of the State of Oregon, and the Oregon delegation in Congress, that they use all honorable means to secure an appropriation for the completion of the Yaquina Bay harbor, as presented and outlined by the Presidential Board of Commissioners, believing that the ultimate success of this great enterprise will be owing to the farmers of the Middle Willamette Valley on transportation of thousands of dollars.

Good Roads League.
"Good roads" was the slogan of a section of the league that attended that end of the business, and the members met in the main dining-room of the Commercial Club. Judge J. H. Scott, of Salem, president of the Oregon Good Roads Association, was chairman. The meetings were supposed to formulate plans for exploiting road work at the Lewis and Clark Exposition, but got to a general talk on the betterment of roads in general, and discussed the relative merits of macadamized and earth roads, etc. The general opinion of those present was that not enough money was raised by levy in Oregon to build good roads, and that the United States Government should make and exhibit an improved roadway at the Lewis and Clark Exposition, so that people from the interior of the state should see how an up-to-date road constructed and kept up. The Hood River roads were praised, and ex-Governor Geer intimated that the excellence of those roads was due to what he called "the Hood River spirit."

He made a plea for the better grading of roads. A motion passed that representatives be made by Manager Richardson, of the Commercial Club, to all County Commissioners and Judges of the state, inviting County Commissioners and Judges and road supervisors and road masters to attend the convention of the National Good Roads Association, which meets here in June, to witness object lessons in road-making and generally help the work along. It was also recommended that the expenses to this city of the visiting road supervisors, and road-masters be paid by the different County Courts. A committee of five was appointed to prepare resolutions as to entertaining prospective home-seekers at the Lewis and Clark Exposition, and to present the resolutions at the meeting of the convention this morning.
Meetings were also held of the Dairy and fruit sections, and similar reports will also be acted upon.

Guests of Commercial Club.
Four hundred men and women last night promenade through the brilliantly lighted rooms of the Commercial Club, danced on the waxed floor of the big hall, talked and chatted and had a good time generally. It was the social side of the Oregon Development League's convention. There was plenty of entertainment, plenty of music and plenty of refreshments, but no speeches. For the affair was entirely informal, and the speech part of the day was over. The committee of the Commercial Club had taken care that there be enough hosts and hostesses to receive the out-of-town guests, and the Portland men and their wives turned out in numbers in response to the call.
It is expected that the business sessions of the convention will close at noon today. The delegates will then board trolley-cars at First and Washington streets at 2 P. M. and will be taken to view the Lewis and Clark Exposition, entering at Twenty-eighth street.

LIST OF THE DELEGATES.
Representative Citizens From Cities of Oregon Attend Convention.
General register—A. L. Woodard, Cottage Grove; A. E. Chadbourne, Drain; Warren L. White, Portland; Frank G. Smith, W. E. Fisher, A. A. Bellows, Roseburg; Leo Esco, (Continued on Page 8.)

PROMINENT MEN SEEN AT THE SESSIONS OF THE OREGON DEVELOPMENT LEAGUE

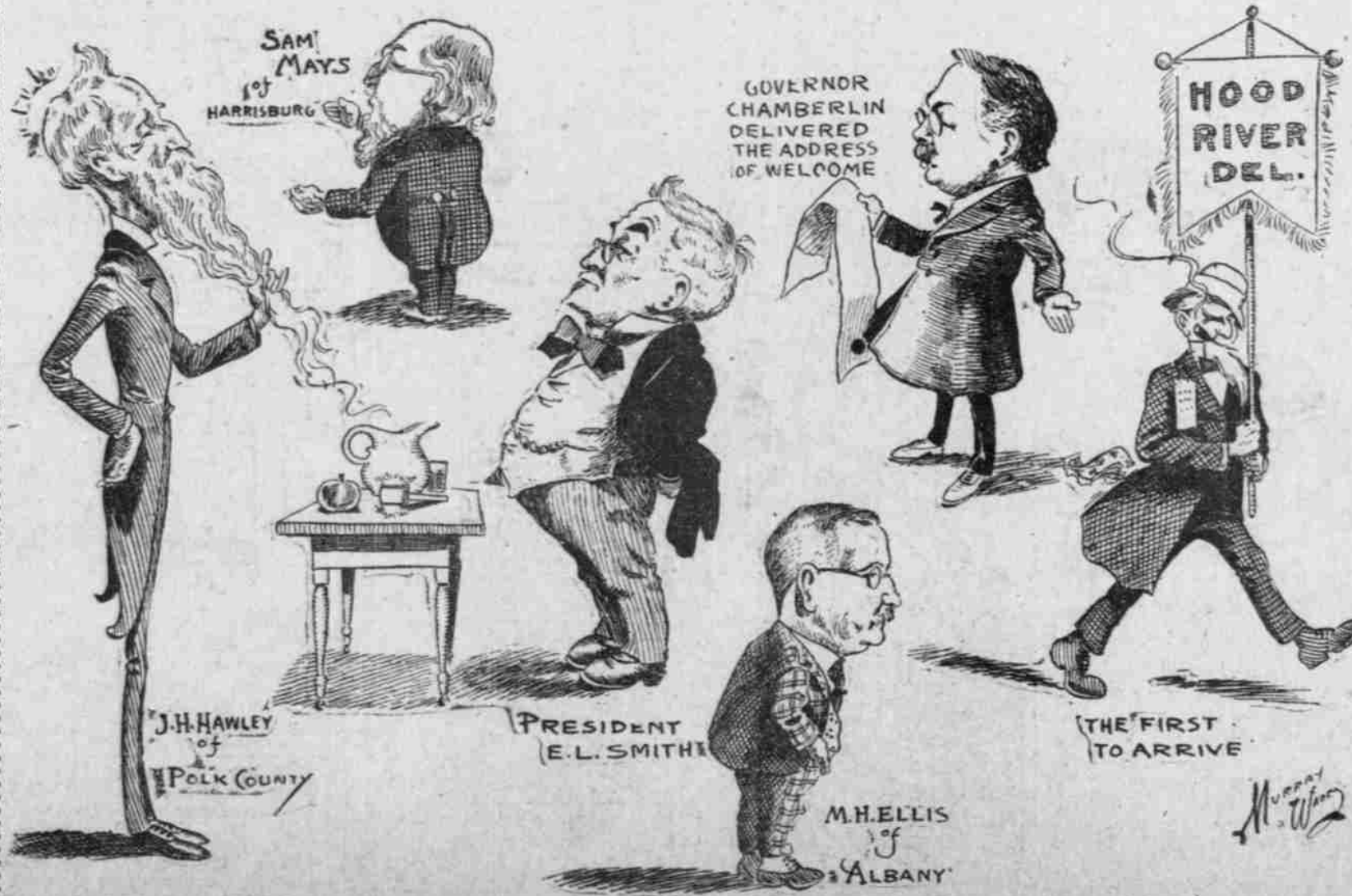


Illustration showing prominent men at the sessions of the Oregon Development League, including Sam Mays, Governor Chamberlain, J.H. Hawley, President E.L. Smith, M.H. Ellis, and 'The First to Arrive' holding a sign for Hood River.