

ts of the

annual Installments, thus creating a working fund realized from the land for its development. There is now available in this fund nearly \$30,000,000, of which Oregon's share is larger than that of any other single state or territory by more than a million, being \$4,230,659.75 at the end of the last period when accounting was made to the fund for receipts. Wash-ington and idaho are also large contributors to this fund, ranking high in the amounts available, but up to this time no reclamation project has been brought under construction or contracts awarded therefor in either of the Northwestern States.

Through increased interest in matters pertaining to irrigation, work of the Con-gress has been so enlarged that the work of the forthcoming session will be sys tematized by dividing it into five sections each conducted by a chairman recognized as an eminent authority in his line.

In the various sections, information will be dispensed regarding the increasing of production by irrigation in the humid as well as in the arid sections; forestry problems in New England and along the Appalachian Chain, as well as along the Bocky and Slerra Nevada Mountains; en-gineering applied to protect from the devastation by floods; drainage of the submerged areas; directing and conduct-ing the water to its most beneficial use; natology with special reference to the service of the Weather Bureau through-out the United States; and colonization of new areas developed through irrigation. The respective sections will be presided over by the following leaders: Porestry, Gifford Pinchol. Bureau of Forestry. chairman; production by irrigation, Dr. A. C. True, experiment station director, chairman; engineering and mechanics, chairman; engineering and mechanics, Frederick H. Newell, Reclamation Serv-ice, chairman; climatology, H. E. Will-fams, Weather Bureau, chairman; raral settlement, Charles W. Eberlein, land agent Southern Pacific land department, chairman. The first four are of Wash ington, D. C., and the last of San Francisco, Cal.

" B. Boothe, of Los Angeles, chairman of the executive committee, is arranging the programme, which will include some of the most distinguished financiers, business men, stockgrowers, agriculturists and irrigation advorates in the West, including members of the Senate and House committees on irrigation and official rep resentatives of the Government,

Arrangements at Portland for enter-tainment of the convention are under di-rection of A. H. Devers, chairman of the local committee. Most convenient plans have been made that have been devised for any convention adopting the sectional idea. The Chapman School building, now adjacent to the section of the Lewis and Clark Fair grounds near the Auditorium. will be brought within the inclosure by moving the fence to include the land on which it is located. General sessions of the convention will be held in the Audi-torium from 9:30 A. M. to 12:30 noon, and In the afternoon the sessions will occupy different rooms of the school building. others being available for committees,

In the engineering and mechanics see tion will be held a gathering of the field engineers of the Government having charge of work on the great enterprises being carried forward under supervision of the Reclamation Service, and those yet to be taken up and approved scattered throughout 14 states and territories, and on nearly all of which some preliminary work has been done. Not only will delegates have the chance to discuss featof the work with engineers engaged In the respective localities, but they will also have access to the demonstration on the Fair grounds, supervised by Ed mund T. Perkins, an able engineer.

Organization of the congress includes lenators and Representatives in Congress, Governors of states and territories, Amsadors, Ministers and other representa-

doe such medants in this setares (loss & Mitchell chaleman sense Washington, Energetic rivalry has characterized each the Colorado Mining Stock Exchange that

gress met at Ogden, last vear at El Paso.

vital importance, there will, no doubt, strong effort to have future sessions h

consideration.

naturally results.

ssion for several years in the efforts of frected a big office structure in that city, and was one of the founders of the various cities to oupture succeeding annual meetings. Bolse, Idaho, will send a strong Transmississippi Commercial Congress, delegation to present the claims of that and also the National irrigation congress, two industrial bodies that meet in Portstate to entertaining the body next year. Likewise Los Angeles, Cal.; San Antonio, Tex., and Phoenix, Ariz. will each bring land this year. claims of the South and Southwest to consideration. Two years ago the con-COLUMBIA RIVER EXCURSIONS.

TOM RICHARDSON

Very Low Rates Via the O. R. & N. to Upper River Points,

and having shared the hospitality of many states in which reclamation work is of River Points. No visitor to Fortiand should miss view-ing the matchiess Columbia River scen-ery between Portland and The Dalles, as seen from the O. R. & N. trains. The Chicago-Portland special leaves the Union Station every morning at 9:15, giving a daylight ride along the Columbia, stopping a minutes at the very foot of Multnomah Falls. Every mile of the trip there is something new and fascinating. If de-sired, the return trip may be made by boat from Cascade Locks or The Dalles. Very low rates this Summer. Particulars and Summer Book by asking C. W. Stinger, city ticket agent O. R. & N. Co., Third and Washington streets. in divisions that have not yet benefited by dissemination of knowledge, demonstrations and creation of enthusiasm that President George C. Pardee, who is executive officer of the organization, has been for years one of the strong advocates

of irrutation development, appreciating the influence of a body such as the con-gress in which methods may be formu-lated and plans perfected to secure by united effort of the arid states results that could not be obtained by any single

that could not be obtained by any single state acting independently. He holieves in the West and that its future is not cir-

come very large consumers of American cotton goods.

"Wheat lands in the North Pacific Const States have been advanced from \$10 to \$15 an acre by reason of Oriental deto its an acre by reason of Oriental de-mand for grain products bought through Pacific ports. Last year the market price of grain was controlled by abnormal conditions in markets of the United States because of the short crop in the Western and Middle Western States, and for the first time in the history of Northwestern wheat growing a large part of the crop was sent to Chicago and other central markets by rall shipments. Development of the wheatgrowing industry of the Pacific Coast is due, however, to Oriental demand that has also been the prime factor in maintaining profitable

prices for farmers. "Construction of the Panama Canal, long anticipated as a future possibility, but now approaching speedy accomplish-ment, raises the questions of how new transportation conditions presented in the trans-Mississippi country are best to be met. Problems of transportation have

never assumed a more serious aspect, and it is to be demonstrated whether a large tonnage of transcontinental traffic that the railroads have been hauling without profit if not actually at a loss will not be diverted to the canal route Will the transcontinental roads meet the

conditions, and how? "Heretofore the large immigration to this country from the Mediterranean dis-trict has been to the populous centers of the Atlantic seaboard, but with the canal open immigrants may be landed at ports of the Pacific at rates but little higher than to the other side of the con-tinent. Immigrants landing on the Western shore of the United States, near the wide expanse of territory rich in latent wealth of soil and climate for production of agricultural and horticultural crops. would be manifestly better situated than those who are added to already congested foreign quarters of large cities in the populous East. Such diversion of that traffic would be a blessing to ambitious pligrims from other lands and remove the menace of metropolitan concentra-tion of idle laborers far from where work may be had. In view of these conditions

is it not probable that the transcontinent al railroad may take radical steps to turn the tide of immigration to farms of the West, thereby rapidly and effectively creating source of new traffic to replace the transcontinental business that may be, diverted? "Chinese exclusion-treatment of trav-

elers from China-is the serious danger that threatens growth of American trade in the Orient today. Either citizens of China must be treated with the same courtesy extended to those of other countries or China, possibly instigated by rep-resentatives of other commercial nations, may take steps that would injure the cottongrowers of the South, manufacturers of the East, farmers of the West and fruitgrowers of the Pacific Coast, and seriously retard if not permanently impair American enjoyment of commercial advantages in China on an equal basis with other nations of the world.

"Any trade that will enable cotton planters of the South or wheatgrowers of the West to obtain better prices for their products must be looked after by the Trans-Mississippi Commercial Congress, and interests of such magnitude must not e jeopardized. "Chinese labor to perform the labor or

sugar plantations is the pressing need of the Hawaiian Islands, and on the Pacific Coast the demand is just as insistent for clearing of lands, cultivation of sugar beets, fruitraising, hopgrowing, and in certain branches of farming to perform classes of labor that will not pay the wages white labor commands. In the saldustry of the Pacific Coast States 

a business, not a political, organization. I have no hesitancy in saying that most people on the Pacific Coast would not consider such a proposition good politics, but it is good business, and my observations have been that what is good business be-

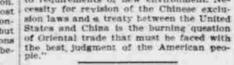
omes good politics. "European nations say to China: 'Con to our shores. We erect no exclusion walls around our ports, and you are welcome and we want to sell you our China does not care to avail the offer of an open door for her population to countries where no opportunity awaits them and their labor cannot be utilized. This country is new, and has boundless opportunities for the industry and frugality of the Celestial children who seek passage to

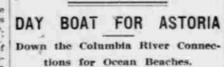
**ARTHUR F. FRANCIS** 

SECRETARY TRANS-MISSISSIPPI COMMERCIAL CONGRESS

our shores. They seek the opportunity that is only presented in America, and our doors have been closed against them at home, although we seek to introduce our products in their own country on a footing with other commercial countries. "As a means of subsidizing the trans-

Pacific steamers, the treaty admitting a limited number of Chinese annually would be fully justified. Fifty thousand coming each year would increase the revenue of the Pacific steamship lines by \$2,509,000, or more than \$200,000 per month, and while street Dock





Do not miss this daylight ride, see the La.; Dr. T. C. Frazier, fourth vice-pres-Columbia in all her grandeur, every foot which is associated with Lewis and

Clark, the daring explorers, from the Willamette's mouth to Ocean Beach. View Coffin Rock, the burial place of the now almost extinct Indian tribes; Pillar Rock, near which the explorers camped, where Clark shot a buck and Lewis passed one; historic old Cathiamet, closely associated with Lewis and Clark's trips, the mem-ories of the fur traders. After viewing all these sights you will be pleased, and can do so by taking steamer Lurline daily, exday, at 7 A. M., from Taylor-

introduced, it is the aim to confine cussions to subjects of general interest that are strictly pertinent to commercial affairs, and not political. Representation is provided for by appointment of executive officers of states, territories, counties, cities and business organizations, Governors, members of the National Con gress and ex-presidents of the congress

are ex-officio re ex-officio members. Officers of the congress are: Theodore B. Wilcox, president, Portland, Or.; John W. Noble, first vice-president, St. Louis, Mo.; Somuel Newhouse, second vice-president, Salt Lake City, Utah; M. J.

ident, Coffeyville, Kan.; Arthur F. Francis, secretary, Portland, Or.; George B. Harrison, Jr., treasurer, Kansas City, Mo.; executive committee-Rufus P. Jennings chairman, San Francisco, Cal.; Tom Rich-ardson, vice-chairman, Portland, Or.

In addition to these officers there is an advisory board of five members and a congressional committee of a like number, one vice-president for each of the 24 states and territories, a number of whom are Governors of their respective divisions, and an executive committee consisting of two members from each of these divisions

Advices received by Secretary Francis and the chairman indicate that the attendance will approximate 2500 to 2000, There will be present for the session the following Governors: George C. Pardee, California; J. K. Teole, Montana; Jesse F. McDonald, Colorado; L. B. Prince, New Mexico: Albert H. Mond, Washing ton: Fennimore Chatterton, Wyoming Governors Newton C. Blanchard, Louisi-ana. John C. Culler, Utah, and T. F. Gooding, of Idaho, are also expected, but acceptances have not yet been received. President Roosevelt has been invited, and if not present in person a representative will be sent, and strong hope is entertained that the President will visit the Exposition and attend the congress. Judge Grosscup, of the United States District Court, of Chicago, is expected to partici-pate and introduce for discussion and recommendation the plan which he has proposed as a compromise measure following the hearing of the Chicago packers' case, that the Interstate Commerce Commission be constituted a judicial body from which appeal may be taken only to the Supreme

Upon the question of Oriental trade and changes in present immigration laws, it is expected that Hang Yu Wei, special envoy of the imperial dynasty of China, will deliver an address discussing the subject from the standpoint of his countrymen, and that an equally promin anese representative will attend, both educated. English-speaking delegates, who will be able to suggest entirely new ideas

will be able to suggest an dergates, who will be able to suggest an trely new ideas on these topics. John Ford, of New York, secretary of the American-Asiatic Association, engaged in promotion of commercial relations with Asiatic countries, will deliver an address.
F. B. Thurber, president of the United States Export Association, of New York, has accepted an invitation to deliver an address, and his subject will be "Future Marketa in the Orient," which, it is anticipated, will create interest.
John W. Noble, vice-president, who, as Secretary of the Interior, was instrumental in laying the foundation for the Department of Commerce and Labor, will be present, and with other vice-presidents will assist President Wilcox in presidents will assist President Wilcox in presidents of deliver an address on the subject. "The Interior, as been invited to deliver an address on the subject." The Intenian Canal and Its Effects on Commerce."

merce." Duluth, Des Moines, Kansas City, New Orieans and Salt Lake City are among cities of the state included within the scope of the congress that will ask for the 1906 session to be held within their por-tals. The two first named are known to be especially desirous of having their in-vitation accepted, and will endeavor to secure favor of the delegates.

