MIGHTY OVATION GREETS J. J. HILL

(Continued From Page 1.)

railways two cities, not twins, but they are at the head of Lake Superior, and together they do not contain the population that Portland contains; but let me say to you that in seven months they handle more tonnage by water than any port in the world; London comes second, New York third or fourth. Duluth and Superior stand in the very front as a seaport in the matter of tons shipped, and yet they have not together over 100,000 people. You have somewhere—shall I say that you mean to have—150,000? (Voices, Yes, yes). All right. You, with 150,000, would snow them under; they are modest. Their business, every ton of it, is brought in by rail. If we come to Portland it is because we believe it is a wise thing to do (applause), and I think you have today done a great deal toward helping me out. The deluded gentlemen who have for years furnished money to build railroads in the United States have not all realized their expectations.

Early History of Some Roads.

You know the early history of some of the railways; you know that at one time with lots of hope the big end of the Northern Pacific was nailed down here in Portland. It did you a great deal of good. Possibly it might have been too ambitious, maybe it was a little ahead of time, but time evens a great many things, and the growth of every city that contains enterprising people, doing something, depends upon the growth of the country, and as your Governor said, the resources of the field, the forest and the mines. He might have added the sea, for you have a great seacoast bordering your state; but the field, forest and mine will give you all the wealth you will ever see. The development of your natural resources will build your city, will maintain all of your population, your schools, your churches, your banks, your lawyers and doctors; and we come here simply to help you to develop those natural resources of the country. (Great applause.) If there was anything in the world that we needed to give us the encouragement, surely today, in your exhibition of the products of your own state, there is shown abundant reason why we should come to Oregon. (Great applause.) Point out to me, if you can, anywhere in the world such fruit and flowers, everything that grows out of the soil (applause), and in that your Mayor was onto the game.

Coming to Portland.

You have helped me to get it without any insurance money (laughter); no tainted money for us. (Laughter and applause.) When we want money we go to the same people who have mourned with us for the last 25 years. (Laughter.) Sometimes I have thought I got near the bottom of their bags, but the lamp holds out to burn (laughter), and we are coming down to Portland, coming with a railroad that neither you nor ourselves will be ashamed of or ever have any cause to be ashamed of. (Applause and cheers.) If that railroad can serve you it will simply be helping the man who goes on to the land, gets his roots in the soil, in the forest or in the mine, helping him to find a market somewhere for what he produces, or else our investment will not be worth a cent. (Great applause.) And while we have pursued that policy in the past, and with a great deal of success, all things considered, it would be very hard to make us reverse it. It is a selfish policy, we plead guilty to that, because no railroad can ever prosper unless the people served by its lines have the first prosperity. Your people must earn the dollar before we can get it. (Great applause.) And depend upon it, if the people along our line are not prosperous, our road will be poor. The individual man may sell his land, or he may give it away; he may pull up his stakes and go West—if he does not get drowned—or he may go back where Brother Wilcox came from; I saw the place a few weeks ago, and I think if I was near the end of my days and wanted to live in peace and quiet, I would go back to the Berkshire Hills of Massachusetts (laughter and applause); but the strenuous life has hold of us to such an extent that we do not seem quite ready to let go. At least, we want to hold a directing hand until we get down here to the west coast, below the Sound.

Calipered the Rockies.

Now, I might have come to Portland; we calipered the Rocky Mountains, and we had very serious intentions of coming down the Clearwater and thence this way to Portland; but somehow or other we did not go up to Governor Mead's town, and all but broke the hearts of several people who had prospect-holes in the mountains that they expected to sell to tenderfeet from the East. They knew people in Colorado and some other states who had prospect-holes worth $50,000 to $100,000, and they thought theirs ought to be worth as much. I scolded them one night coming in from a long ride (I think they called it the Meridian ride—the Willamette Meridian runs right straight through there), and I was wet and they wanted me to make a speech. I was hungry, hadn't had anything to eat since morning, and I told them rather than sit around and expect somebody to come and buy those prospect-holes, they ought to go to work. Now, they did go to work, and that country with a soil that is just as good as anything on the Coast, is producing crops that are so great I was afraid to tell the whole truth to my friends from the East, among whom there are some excellent farmers, lest they should say I was trying to work my game on them with too much vigor. (Laughter.) The entire strip of country west of the Cascades is of that kind. I do not know how far south it goes, but I do know how far north it goes, and some day I hope I will have a chance to see how far south it goes. (Applause and cheers.)

Going to Be Greater City.

But if you are going to build a greater city, where now you have a great city, and I have seen marked evidence of your greatness during this trip, far beyond what I expected, you have something yet to do. The improvements in Portland are to me almost entirely of a character which indicate that the man is at home, and that he means to use the place he has built. (Applause and a voice, "What about the Columbia River bank—the north bank?") We are going to turn the north bank so that it will come to the south bank. (Renewed applause and cheers.) We will try to build a railroad for you that will do you some good, and if it does not do you some good it will be a bad investment for us. The only way in the world, as I said before, that we are going to get anything out of it is by helping you to get the dollar, and then helping you to give us a slice of it. My friend Wilcox in an undertone tried to put in my mouth to say that we would take half of it; we won't do anything of the kind. We will take less than half; but we will be satisfied with enough to leave us a margin, and that much we must have. We have been in the habit of having a margin (laughter), though that may be a little new to you.

Rap at Southern Pacific.

Some of our transcontinental lines south of us, I don't know what we would do if we had the revenue they get from the people who use their transportation. I don't know what I would do with it.

Mr. Wilcox: Build more railroads.

Mr. Hill: No, no; we have a better thing. We take the money of our friends with which to build railroads. We get it from them and we can get it from them just as long as the road we build is a good investment, just as long as the road will pay them for the use of the money we can get it, and not a minute longer. (Applause.) I have been in the business for 25 years, and I know.

We do not profess to come down here for your exclusive benefit. Our benefit must be mutual, because you individually can pull up and go away, somebody else can come and run these railroads besides Mr. Elliott and myself; but the railroads will remain and the country will remain, and they will prosper together or they will be poor together. Nothing is more certain than that; you cannot separate the interests of the country from the interest of the railways that serve them any more than you could dissolve the partnership between a man and his wife. (Applause.)

United States Has Lowest Rates.

The United States has today the lowest rail transportation in the world by a great extent. Russia has the next lowest to the United States, and they pay for hauling a ton of freight 100 miles an average of $1.70. Great Britain pays an average of $2.35 and the United States pays an average of 76 cents. Notwithstanding that the average rate paid by the people of the United States is only about 40 per cent of that of Russia, we have a great many people who are preaching a new doctrine, and that is the regulation of railway rates by Federal authority. Now, let me say to you that if the Federal laws or the state laws are what they ought to be, they ought to protect every man in the enjoyment of his own proper rights, and nothing beyond. (Applause.) Take the case of our own Great Northern Railway. It has been announced in an official manner that there has been no reduction of rates in the United States for 25 years; that tariffs have been reduced at times, but that whenever a tariff was reduced, the classification was given another turn of the wheel and advanced so as at least to offset the reduction in the tariff.

Constant Reduction of Rates.

The man who made that statement did not tell the truth. For 25 years our Great Northern Railway rates have been reduced until today they are from 12 to 16 per cent lower than the rates of any other transcontinental railroad but one, and that one lies alongside of us. (Applause.) Now, I have just as much satisfaction in knowing the truth of that as any one who has to pay for the transportation. The reduction in the average rate per ton per mile in 25 years on the Great Northern Railway aggregates $667,000,000. (Great applause.) That is enough to build the Northern Pacific and the Great Northern and the line down the north shore of the Columbia River, equip them and everything connected with them. That has been the reduction that the people have got on one railroad. And it is difficult for a railroad to make a reduction that does not reach some other railroad. I remember when we came to the Coast it looked rather lonesome to build a railroad across all the mountains and find nothing on all the face of the earth that was dealt in but lumber in a moderate way and town lots by wholesale. (Laughter.) We could not make a cent carrying town lots, so there was nothing except lumber.

In Desperation Made Lumber Rate.

We made a rate on lumber in desperation, which remains the lowest rate today that has ever been made on lumber; but what did it do for you people in Oregon and Washington? At that time stumpage was going begging anywhere from 10 to 20 cents a thousand. Today you cannot buy stumpage that is at all accessible for less than $1 a thousand, and the advance in that one interest has been at least in the two states, $600,000,000. Now, I am glad to have had something, however little, to do with making that advance, and I hope we shall be able to make some advantages, to lay some foundations of advantages that will help you here in Portland to work out some commercial advantages for yourselves, some commercial results. If we can, then we certainly have not come here in vain, and if we cannot we shall have come in vain.

Lines Have Fought It Out.

These lines have fought it out. I find a great many of our Great Northern stockholders deeply interested in the other lines, and a great many of their stockholders are deeply interested in ours, and that happens not to be against the law. (Laughter.) It is against the law to carry a certificate in your pocket that represents two railroads, but if you carry two certificates, and one has a blue back and the other a green back, you are entirely within the law. That is the way we have played at present, so that by getting the two we can join hands and make an equal and joint affair of building down the north shore. And let me say to you, it cannot fail, because we have 22,000 miles of good, prosperous railroad behind us. (Great applause.) We have 22,000 miles, which is about 10 per cent of the total mileage of the United States, and it is going to have one end down here on the Columbia. (Applause. Good! Good! Good!)

Follows Lines of Least Resistance.

We are talking out in meeting tonight. There are some questions I have not been able to solve, and I do not know how deep His Worship, the Mayor, is going to make the river. I wish I did. If he can get it down to about 32 or 33 feet— (Numerous voices, Forty, forty, forty). When you get it to 40 feet, we will turn a big fleet up here. (Applause and cheers. "We will get it!") When you get it to 40 feet, depend upon it, all the cities on the Pacific Coast will have to take off their hats to you (great applause), because you have one advantage: Nature made the pass; water follows the line of least resistance, and so does commerce. (Precisely. Good. Good!" (Great applause.)

With water it is some physical obstruction, but with commerce it is dollars and cents. A thousand tons of freight can roll down the bank of your river cheaper than we can take it over the tops of the mountain. (Renewed applause.) But let me second the Mayor's motion; you must get to work and dig. (Laughter and applause.) Take the Dakota or the Minnesota, and they come pretty near getting the ground coming up the river with less than a load. From the top of the bull to the keel is just 57 feet. They take a lot of water.

On Federal Regulations.

Now, before I close, I want to call your attention in all earnestness to something that you are most deeply interested in, and that is Federal regulations of railroad rates. Every lawyer will tell you that there is a clause called the interstate commerce clause of the Constitution of the United States, which provides that the Federal Government shall not in any regulation of commerce under that clause, discriminate for or against any locality at the expense of others, and so on. You could not live if the railroads did not discriminate in your favor. How can Congress pass a law, or any commission on the face of the earth make a law that does not discriminate, unless they make a distance tariff that is equal for the same distance for a hundred miles here or a hundred miles there. Apply that same rule to you, and see what your rates will be. I will undertake to say that your rates in one hour from the time such a law was enacted or such a tariff was published, would be double or twice and a half what they are; and I am more than surprised that a gentleman can listen to such rotten trash. If there is any place that could stand it, I suppose it would be somewhere between Albany and New York, and they might get as far west as Syracuse, but by the time they get to Buffalo they would want to get off. By the time they would get to the Mississippi River the rate would be prohibitive.

Discusses Distance Tariff.

Take a distance tariff, I care not how small you make it for the first hundred miles. Suppose you made it two cents a hundred; what would you do with 3500 miles? You could not live, there isn't a man doing business west of the Missouri River who would not have to stop; your fields would cease to be cultivated. I am not afraid that any Federal regulation will ever get down deep enough to touch us where we live, because long before they do, the country will be strewn with railroad corpses. They would bankrupt two-thirds of the mileage in the United States. That may seem a little like talking through a megaphone, but I put it right to you as our associates and partners in the business, because you have got to find a market and we have got to transport it for you at a price that will enable you to find the market. Let me ask you in all earnestness to look that question up fairly and see whether I am not right.

No Heads on Sleepless Pillows.

Now, I want to thank you, not only for myself, but most heartily on behalf of the gentlemen who are with me. Most of them have been with us for many years, and I am glad to say tonight that after a day spent about Portland and in your Exposition, they do not want to sell out; they won't go to bed tonight holding their heads on sleepless pillows, wondering whether the investment is good or not; I know they are better than when they came yesterday, and I know that the investment is one that will last and one that I was going to say we would be proud of, but I will go a little farther and say that if I was ten or 15 years younger I would come here to live with you (great applause); because I never come to this country that it does not give me an inspiration. (Applause.) If I was a young man you could not keep me away from here. (Renewed applause.) I thank you in behalf of myself and those who are with me, because you have given us a most hearty welcome, more hearty no one could imagine; but let it be our part to see that your good wishes and confidence are not misplaced. (Great applause.)

W. D. Wheelwright's Tribute.

William D. Wheelwright, president of the Chamber of Commerce, was the next speaker, and paid a tribute to the splendid achievements in linking together the Pacific Coast and prairie states that are to the credit of James J. Hill and in which he gave credit to the Harriman system for that which it has done for the benefit of Oregon and compared the distinctive policies that have characterized the two great systems.

"There are two methods of building and operating railroads," said Mr. Wheelwright, "one that begins with land grants and ends in receiverships, and one that adopts practical business methods in construction and is operated on the same lines, returning to the investors in its bonds steady if not large dividends, strives to develop the country in extending lines to create new traffic. I need not say here to which class Mr. Hill belongs, but there are no receiverships to the credit of Mr. Hill and no failures. (Applause.)

Contrasts the Methods.

"People of Oregon believe they have a right to demand that railroads to which they contribute large traffic should supply their transportation needs, yet during the past ten years slight mileage has been added to the railroads of this state, while the mileage in Washington has grown in much greater proportion. The larger part of the O. R. & N. mileage is in Oregon, but the greater portion of that road was built prior to 1894 and before it became a part of that great system that seems to have devoted its constructive energies to the country south of us. It is true that the line from Arlington to Condon has been built; that the promise is made that the Columbia Southern will be extended—how far I do not know, and there is tremendous activity just now in the move to build the Wallula Pacific." (Laughter.)

In closing Mr. Wheelwright drew a language picture of the reward that awaits the transcendent genius of the man who does things unselfishly and through sense of duty to fellow-man, in which the guests of honor were his ideals.

Most Important Event for Portland.

Theodore B. Wilcox spoke briefly, owing to a severe throat trouble. "Building of a railroad down the north bank of the Columbia is the most important event to Portland that has happened since a railroad was built on the south bank," said he. "The occasion we celebrate is the most important since the coming of that other white man which we perpetuate in imperishable bronze in City Park. (Applause.) In all the years I have labored in trying to build up Oriental trade I have found only one other man to whom I take off my hat and that is James J. Hill. (Applause.)

"If we are to thrive and prosper we must have railroads not only down the north and south bank of the Columbia, but we must have railroads radiate to every section and corner of the state. But it devolves upon us people of Portland to have the Columbia River open to the sea, with a 40-foot depth at the bar and 35 feet in the channel. What benefit will it be to us to have the line down the north bank if we do not have the waterway open? (Cries of "We'll do it," "Forty feet deep.") We do not intend that the trains shall run down the north bank and thence to Puget Sound. If they do then it is possible that Mr. Harriman's roads will also build on over to the Sound and their traffic go there also.

"The chief of engineers tells me that less than $1,000,000 will complete the south jetty and that its completion will mean 40 feet of water on the bar for years to come. Then we must get to work and deepen the channel of the river so that when Mr. Hill completes his northbank road we can show him that the Columbia offers an outlet to the sea, to the markets of the Orient and islands of the Pacific."

President Howard Elliott, of the Northern Pacific, was introduced by President Goode in felicitous manner, and was received with an ovation only second to that tendered President Hill. As in the instance of the other guest of honor the throng rose to their feet in greeting the distinguished railroad official, who said:

President Elliott Introduced.

President Howard Elliott spoke as follows:

Mr. Chairman and gentlemen, and I hope I may say, friends. (Applause.) I am very proud and happy to stand in this place tonight, proud because the Northern Pacific Railway Company has a Portland on its main line, and very happy because, in my official capacity, I have had something to do with arranging to build another main line into Portland for the Northern Pacific. (Great applause. Portland has been celebrating this summer a great historical event. One hundred years ago Lewis and Clar became down this great Columbia River, and you progressive citizens of Portland, by your Exposition, by your progress and by the efficient management, aided by your worthy chairman, have done much to exploint the entire North Pacific Coast. The Northern Pacific has done what it could to help you out, and in doing so it has helped itself and been glad to do so. We have brought into Portland, during the life of the Exposition, about 200,000, many of whom came from east of the Rocky Mountains, and all of whom go back to their homes east of that great range to tell of the wonders of the Pacific Coast.

Tribute to Hill.

You are fortunate tonight in having with you not only the immediate representatives of the executive managements of the railroads, but of a great many men who have had faith in the past, have faith today, but have greater faith in the future to keep their money in these railroads and to put more in. (Great applause.) There have been many benefactors of the human race, great statesmen, great heads of churches, artists and writers; but it is a question whether the greatest benefactors are not those who by their genius, ability and industry have cheapened the cost of living and of transportation and thereby made life easier. The steam engine, the cotton gin, the use of India rubber, the harvester and the railroad have all helped to make life better and to develop the country. You have with you tonight a man who has done more than any other man on this continent or elsewhere to develop the art of transportation (great applause), and what he has done to point out the way to cheapen transportation and to make new kinds of business possible will be remembered long after all of us are forgotten, and that gentleman is your honored guest tonight, Mr. James J. Hill. (Great applause.) You are fortunate in having him join hands with the Northern Pacific to build a railroad down the north bank of the Columbia River and over two great bridges into this beautiful city. (Great applause.) The railroads are coming here, as Mr. Hill has said primarily, because commerce demands it, and incidentally, we hope to help build up Portland. Day before yesterday I was told by one of our superintendents that within 24 hours they had had 33 trains pass over the Cascade Mountains on the Northern Pacific, or a train in every 40 minutes. We hope within a year after we build this northbank line we will find no decrease in the number of trains that are passed over the Cascade Mountains, but that we shall also have a train over the north bank line into Portland every 30 minutes. (Great applause.)

Commerce of the Orient.

A great war has recently ceased in the Orient, brought to a conclusion very largely by the influence of American public opinion, utilized with vigor by an American President. (Applause.) Now that that work is over one of the most populous countries in the world will begin to devote itself to the development of its own internal commerce and later on its foreign commerce. Stop and think what that means. The foreign commerce of the world, outside of what is called the Orient, amounts to $27 per person per year. The foreign commerce of China is 85 cents per person per year; of India, $2.25; of Japan, $5.86; the foreign commerce of the whole Orient is $3.50 per person per year. It is only a question of a few years before they double and treble that foreign commerce. What will that mean to the United States, and especially to the Pacific Coast? It will mean a greater activity in your manufactures, in your wheat fields, in your employment of labor, a greater commercial activity in every direction, if you gentlemen who represent the brains and intelligence of the Pacific Coast use the force of your public opinion so that reasonable laws are enacted permitting the railroads to expand, rather than restricting their trade; permitting American ships to sail under the American flag; permitting the free export and import of products to this country. That is your part of the work, and you can do much to influence your Legislators along these lines, and to prevent them from hasty and ill-advised legislation on these three great subjects.

Word for Northern Pacific.

Now, gentlemen, I want to say a word as representing Northern Pacific in appreciation of the greeting you have given us tonight and to thank you on behalf of some of our stockholders who have a certificate of Great Northern in their right hand pocket and a certificate of Northern Pacific in their left hand pocket. (Applause.) We hope that when we get this north-bank line built into Portland that the certificate in the left-hand pocket representing the Northern Pacific will be quoted in the marts of exchange at the same price that the Great Northern stock is quoted. (Applause.)

I am not much on making promises, nor is the Northern Pacific inclined to make promises, but we hope that our action will show that while we may be short on promise, we shall be long on performance. (Applause and cheers.)

C. E. S. Woods' Address.

C. E. S. Wood was the last speaker of the toastmaster's programme for the occasion, and took occasion to appeal to the humor of his audience with humorous sidelights on railroading, in which he made President Wheelwright, of the Chamber of Commerce, the victim of satire in forensic thrusts. Taking some liberties with the guest of honor, he said: "Mr. Hill it has been written that a cicy set on a hill cannot be lost and Portland is stuck on you. (Laughter.) When the whistle of the first Portland & Seattle locomotive is heard in Portland we intend to place a tableau in our hall of fame depicting you with Seattle in none hand and Portland in the other, your coattails fluttering in the breeze of prosperity, that beatific grin upon your face, and below we will inscribe: 'A man of force, our sunny Jim.'"

Speaking upon the remark of Mr. Hill regarding legislative interference with rates, Mr. Wood declared that he desired "to clasp hands with Mr. Hill on that, and would add that there should be less legislative meddling with all lines of industrial pursuit."

Jamestown Exposition Official.

President Goode introduced General Counsel Bachelor, of the Jamestonw Exposition, to be held near the historic spot where the first permanent settlement of English speaking people was planted on American soil, in 1607. Mr. Bachelor proved a most pleasing speaker, and, although it was then almost 1 o'clock several hundred persons remained throughout his remarks and heartily applauded his praise of the Portland spirit, and an invitation to attend the next World's Fair.

With a final toast to President Hill and President Elliott, the most impressive and enthusiastic demonstration in honor of any individuals during the Exposition or that has ever taken place in Portland was concluded. An hour later the visiting railroad officials were aboard their special train and had departed for the East.

PORTLAND OWES DEBT OF GRATITUDE TO RAILROAD MEN OF UNITED STATES

Personal work done by railroad men in advertising the Lewis and Clark Exposition has had wide influence in attracting the heavy passenger travel of the year to the Pacific Coast, practically all of which has been brought to the Exposition, either directly or as a side-trip even for the large number coming to the Coast as delegates to conventions held at California points. Last January the Northern Pacific traffic department brought to Portland a delegation of general agents and representatives from all of the principal centers of the East and Middle West. About the opening of the Exposition traffic representatives of the Harriman lines were brought from California and from Eastern general agencies. Among the early conventions of the Fair season was the gathering of the Order of Railway Conductors, with its representative delegation of knights of the punch from every state of the Union, Canada and Mexico. Simultaneously, the Ladies' Auxiliary met, and the result of this convention was manifest throughout the remainder of the Summer in the commendation sounded on passenger trains throughout the country. The coming of the Classification Committee of Freight Department Representatives was another important railroad gathering. In the convention of the American Association of Traveling Passenger Agents, the princes of American boosters were attracted to the Fair, and when they returned home it was with good impressions of the Exposition, of Portland and of the Pacific Coast States in general.

Realizing the great interest felt in everything pertaining to Portland and the Pacific Coast by the railroad men of the country through this personal attachment formed by visiting representatives during the Exposition period, copies of The Oregonian of this morning will be mailed to passenger representatives and officials throughout the country by the Portland Commercial Club. Interest in what is transpiring in the Northwest in construction of the new railroad to Portland, and the visit of President James J. Hill, of the Great Northern, and President Howard Elliott, of the Northern Pacific, is not confined to the Northwest, and the edition of this morning will be read throughout the United States with deep interest, for, complete as the press dispatches may be, railroad men generally will appreciate a more extended report.

CHIEF EVENTS IN THE CAREER OF JAMES J. HILL

James J. Hill was born at Guelph, Ontario, September 16, 1838, of Scotch-Irish parentage. His education was completed at Rockwood Academy. Leaving his father's farm for business life in Minnesota, he became an employe of steamboat offices in St. Paul in 1856, remaining in that work for nine years, and in 1865 became agent of the Northwestern Packet Company. Later he established a general fuel and transportation business on his own account, and became head of the firm of Hill, Griggs & Co., engaged in the same line of business from 1869 to 1875. In 1879 he established the Red River Transportation Company, which was first to open communication between St. Paul and Winnipeg. In 1873 he organized the syndicate which secured control of the St. Paul & Winnipeg Railroad from the Dutch owners of the securities, reorganizing the system as the St. Paul, Minneapolis & Manitoba Railroad, and was its general manager from 1879 to 1883; became vice-president in the latter year, and has been president of the company since 1883, and in 1890 it became a part of the Great Northern. From 1883 to 1893 Mr. Hill interested himself in building the Great Northern Railway from Lake Superior to Puget Sound, with branch lines and direct steamship connection with the Orient. The idea of the Northern Securities Company was promoted by Mr. Hill, and the great holding corporation formed in conformity with his views, and he became its president. September 18, 1905, Mr. Hill authorized definite announcement of plans for building the Portland & Seattle Railroad from Kennewick, Wash., to Portland, crossing the Columbia and Willamette by bridges to be erected, which announcement was fully confirmed by Mr. Hill in person upon his arrival in Portland Sunday.

James J. Hill is celebrated for his kindly interest in educational and philanthropic institutions quite as much as for his remarkable business sagacity and industrial success. He contributed $500,000 toward the establishment of a theological seminary at St. Paul, and his benevolence has relieved much suffering, but publicity is rarely given his acts of charity.

WILL ACT IN HARMONY

AMERICA AND FRANCE UNITE ON VENEZUELAN AFFAIR.

French Naval Demonstration Would Be Approved, but Roosevelt Awaits Calhoun's Report.

WASHINGTON, Oct. 2.—Venezuela and her troubles are now the subject of earnest consideration by the Washington and Paris governments. Just from Paris, with full instructions, M. Jusserand, the French Ambassador, called at the State Department today and was in conference with Secretary Root for half an hour. Venezuela was the main subject under discussion, special attention being given to President Castro. Today's conference is the first of a series which may be expected on this subject, and was of a preliminary nature.

At its conclusion the announcement was made that the Venezuelan situation had not entered on "an imminently critical" stage. No course of action was agreed upon today, and none was proposed. What the relative attitude of the two aggrieved nations is toward Venezuela was informally discussed, but, pending the investigation there which the American Special Commissioner, Judge Calhoun, is now making, it is not possible for the Secretary of State to outline to the Ambassador the definite course of this country.

In diplomatic circles today's conference is considered significant for its direct results, as evidencing the firm purpose of the American and French governments, individually perhaps but none the less effectively, to protect the rights of their citizens in Venezuela. It is understood that France is not primarily seeking assurances from Washington that a French naval demonstration against Venezuela would be approved here, though such assurance, it is stated on high authority, would be vouchsafed. What France desires to find, and this desire is thoroughly shared by the Washington Government, is an effective means of insuring justice to foreigners in Venezuela.

M. Jusserand will continue his policy of discussing quite frankly with the Washington Government the grievances his country has against Venezuela, that there may be no misunderstanding of the motives of the two powers.

Cable Company Awaits Action.

CARACAS, Oct. 2.—The Venezuelan authorities today received information from the officials of the French cable company that, pending the arrival here of its commissioner, the company consents to the closing of its Caracas and coast offices and to the other arrangements made by the government.

WILL DEFY YELLOW FEVER

President Going to New Orleans in Spite of Danger.

WASHINGTON, Oct. 2.—President Roosevelt will go to New Orleans, despite the yellow fever epidemic. This official announcement was made today at the White House by Secretary Loeb. In order to avoid complications over the quarantine regulations, the President has decided to make New Orleans the final stop on his trip. He will be in New Orleans on October 26, returning after the ceremonies by water on a cruiser. He is expected to return here by the last of the month. The President will leave Washington on October 18.

WARM WELCOME AWAITS HIM

New Orleans Delights in Roosevelt's Defiance of Fever.

NEW ORLEANS, Oct. 2.—Yellow fever report to 6 P. M.:

New cases, 19; total to date, 3042; deaths, 2; total, 294; new foci, 6; under treatment, 204; discharged, 2444.

The announcement through the Associated Press of President Roosevelt's decision to visit New Orleans on his forthcoming trip to the South caused profound gratification today and it is regarded as certain to give fresh stimulus to the fight now in progress to drive out the fever before the end of the present month. The President's refusal to be swayed by the fear of personal risk which so many influences have pressed upon him has recommended him to the people of Louisiana, and there is on every side a disposition to make his reception markedly cordial, in appreciation of the sympathy he has shown for and the active assistance he has given to the city and state in the pressing crisis.

FEVER SPREADS AT NATCHEZ

Cases Exist in Every Ward in the City, Increasing Danger.

NATCHEZ, Miss., Oct. 2.—Today's record shows a rapid spread of yellow fever in the last 24 hours, as six new foci are listed on the local map. One case is in Factory Row, which is in the First Ward, thus infecting every one of the other wards in the city. As the houses in Factory Row are close together, it is feared the fever will spread rapidly there. Today's record:

New cases, 11; new foci, 6; total cases to date, 118; total foci, 23; deaths, 3, both negroes; total deaths, 7; under treatment, 30; discharged, 8.

Totals for Mississippi.

JACKSON, Miss., Oct. 2.—The Mississippi yellow fever summary tonight is as follows:

Natchez, 12 new cases, 2 deaths; Vicksburg, 8 new cases, 1 death, 8 new cases in county; Port Gibson, 3 new cases, 1 death.

Pensacola Has More Cases.

PENSACOLA, Fla., Oct. 2.—Eight new cases of yellow fever were reported up to 6 o'clock tonight, with one death. The death was that of a nine-days-old infant, whose mother was taken with the fever two days before the child was born.

CROWNING ACHIEVEMENTS OF JAMES J. HILL

James J. Hill has thriftily managed to accumulate thirty or forty millions. But after he had enough to be sure his family would want for nothing, it is to be doubted if the thought of making more money for himself has been his principal object. Think of what the man has done—the incarnation of the genius of railroading, developing a rich wilderness because he would develop a great railroad. The Great Northern was the child of his brain, his dream; its prosperity was as the breath of his nostrils. There were obstacles, physical, financial, sentimental. To overcome them took brains, it took work, it took courage. He had all these in marvelous abundance. Let us say that he himself has made even $50,000,000. But what was a wilderness when he began produces today enough grain to feed a kingdom of Europe. It sends forth in ore, in lumber, as much in a month or two as Hill has saved up for himself in a lifetime; and ten million people prosper—and as likely as not, for they are free, vilify Hill, and joyfully vote against the Great Northern's candidates—where the buffalo once roamed and the redskin lived the simple life of slaughter. And unsatisfied, unwearied, restless, moved by the spirit which has always made great men do great things, he has dreamed of the conquest of the Orient—feeding the yellow races with American wheat, clothing them with American cotton, uplifting them with American machinery—building the greatest freight steamers in the world because his railway cars were taking lumber from the Pacific to the Great Lakes, and he wished to take back wheat and manufactures to the Pacific to ship to the teeming millions of the Far East. And all this because—perhaps it is his only reason; his enemies cannot say more—because it would mean traffic to the Great Northern; and traffic means life, and life means work, and work means money. If instead of one Hill there were 20 Hills, each 35 years old, and each worth $100,000,000, would that strengthen the plutocracy, emphasize the dangerous tendency of the times? Perhaps. It would, we must admit, give us better railroads, which would increase the wealth of the country and the comforts of the population. What else is civilization but comforts?—Edwin Lefevre, in Saturday Evening Post.

DAILY CITY STATISTICS

Marriage Licenses.

DOSCH-COLEMAN—Theo. Dosch, 24, 234 Madison street; Anna A. Coleman, 21.

PARKS—MURTIN—Andrew W. Parks, 35, 547 Washington street; Marie N. Murtin, 25.

BIGELOW-MURPHY—Roy D. Bigelow, 24, Hastings, Neb.; Lulu Murphy, 25.

WADLEY-FARNSWORTH—P. L. Wadley, 40, Wells, Fargo & Co.; Ruby Grace Farnsworth, 27.

CLIFF-CONGER—William M. Cliff, 40, 167½ First street; Rose Conger, 24.

CHRISTENSEN-CHRISTENSEN—Peter W. Christensen, 33, Astoria; Anna Christensen, 24.

LEJEUNE-PERLOT—Joseph Lejeune, 31, 821½ Gilsan; Leontin Perlot, 25.

BAYS-MORGAN—John S. Bays, 30, 451 East Ankeny street; Maud Morgan, 26.

CUENI-SHILLER—John Cueni, 36, Goble; Katie Shiller, 32.

Births.

MOORE—At Anabel Station, September 29, to the wife of James H. Moore, a son.

CRUSE—At 669 Kerby street, September 23, to the wife of Charles J. Cruse, a daughter.

MUCK—At St. Johns, September 24, to the wife of Charles Muck, a son.

POLITTE—At 1097 East Madison street, September 27, to the wife of Augustus L. Politte, a son.

KERTZ—At 597 Walnut street, September 25, to the wife of Jacob Kertz, a daughter.

MULLER—At 662½ Raleigh street, October 1, to the wife of Herman Muller, a daughter.

FLIEDNER—At 687 East Ash street, September 29, to the wife of William F. Fliedner, a daughter.

STOLTE—At Good Samaritan Hospital, September 4, to the wife of Dr. Charles Stolte, a son.

GEER—At 209 East Thirty-third street, September 21, to the wife of Ralph C. Geer, a son.

BRADLEY—At 706 East Yamhill street, September 19, to the wife of Harry L. Bradley, a daughter.

HURST—At Portland Maternity Hospital, September 23, to the wife of James F. Hurst, of Rawlings, Wyo., a son.

FAIRLEY—At Portland Maternity Hospital, September 29, to the wife of C. B. Fairley, of St. Johns, a son.

VOGHT—At 181 North Twenty-fourth street, September 27, to the wife of George Albert Voght, a daughter.

LINN—At 64 Killingsworth avenue, September 23, to the wife of Nels Linn, a son.

GRAAP—At 269 Wasco street, September 29, to the wife of Fred Graap, a son.

STRAUSS—At 694½ Lovejoy street, September 2, to the wife of Lehman Strauss, a daughter.

LONG—At 605 Northrup street, September 16, to the wife of George W. Long, a son.

GRAEF—At Portland Maternity Hospital, September 23, to the wife of J. A. Graef, of 864 East Eleventh street, a son.

MARACCI—At 307 Mill street, September 22, to the wife of Pietro Maracci, a son.

FARCHI—At 651 South Fifth street, September 23, to the wife of Louie Farchi, a son.

LEEKLEY—At 461 Tillamook street, September 18, to the wife of Fred P. Leekley, a daughter.

AOSTED—At 779 Minnesota avenue, September 12, to the wife of George Aosted, a daughter.

KRAMER—At Sixteenth street, near Upshur, September 5, to the wife of Jacob Kramer, a daughter.

TOLLISON—At 423 Siskiyou street, September 8, to the wife of Ole Tollison, a daughter.

GATELY—At 624 Pettygrove street, September 16, to the wife of Joseph Gately, a daughter.

ALLEN—At 1001 East Thirteenth street, September 18, to the wife of Andrew Allen, a son.

JOHNSON—At 515 Vancouver avenue, September 19, to the wife of Albert Johnson, a daughter.

M'CARTNEY—At 547 Pettygrove street, September 15, to the wife of John C. McCartney, a daughter.

STEPHENSON—At 768 York street, September 22, to the wife of John Stephenson, a daughter.

Deaths.

NOONAN—At McMinnville, Or., September 29, Miss Hattie C. Noonan, aged 17 years, 5 months and 2 days. Remains brought to Portland Crematorium.

OBER—At 502 Clay street, September 29, Ralph Ober, a native of Maine, aged 28 years.

GRAEF—At Maternity Hospital, September 22, infant daughter of Mr. and Mrs. J. A. Graef.

TWOHERN—At 195 North Twenty-third street, September 29, Mrs. Addie B. Twohern, a native of New Hampshire, aged 53 years, 8 months and 13 days. Remains removed to Muscatine, Ia., for interment.

JACKSON—At 999 Rodney avenue, September 28, William H. Jackson, a native of New York, aged 20 years, 11 months and 26 days.

HALL—At St. Vincent's Hospital, September 28, J. W. Hall, aged 73 years. Remains removed to Juliaetta, Idaho, for interment.

HANSEN—At Carson Heights, September 28, J. C. Hansen, a native of Denmark, aged 50 years, 2 months and 6 days.

FOSTER—At St. Vincent's Hospital, September 29, Squire Foster, a native of New York, aged 58 years, 9 months and 11 days. Remains removed to The Dalles, Or., for interment.

ADAMS—At 466 Lee street, September 27, Mrs. Phoebe Jane Adams, a native of New York, aged 60 years, 2 months and 8 days. Remains removed to Moravia, N. Y., for interment.

ANDERSON—At Open-Air Sanitorium, September 28, Henry Anderson, a native of Ireland, aged 50 years.

WAITE—At 354 Vancouver avenue, October 2, Walter Henry, infant son of Mr. and Mrs. Fred Waite, a native of Washington, aged 1 year, 10 months and 17 days. Remains removed to Colfax, Wash., for interment.

Building Permits.

DAVID MUIR—Repair of dwelling, North Fifth street, between Burnside and Couch; $350.

I. GEVURTZ—Store, Gibbs and Front streets; $7000.

MAUD VAN WATER—Repair of dwelling, Twelfth and Overton streets; $500.

ROUND TRIP TO ASTORIA

Swift excursion steamer Telegraph departs from Alder-street dock daily (except Friday), 7:30 A. M., returning from Astoria 2 P. M., arrive Portland 8:30 P. M. Sundays from Portland 8 A. M., arriving Portland 9 P. M.

For Attempted Extortion.

George Marshall, a young man, who tried to extort money from Kaspar Van Dran by means of threatening letters, was sentenced to two years' imprisonment in the Penitentiary by Judge Frazer yesterday. He pleaded guilty. The letters contained insinuations that Van Dran knew how his wife was poisoned.

One Death at Vicksburg.

VICKSBURG, Miss., Oct. 2.—Sixteen new cases of yellow fever and one death were reported up to 6 P. M. Total cases, 115; deaths, 14; under treatment, 61.

HEADACHE

"My father had been a sufferer from sick headache for the last twenty-five years and never found any relief until he began taking your Cascarets. Since he has begun taking Cascarets he has never had the headache. They have entirely cured him. Cascarets do what you recommend them to do. I will give you the privilege of using his name." E. M. Dickson, 1139 Realner St., W. Indianapolis, Ind.

Best for The Bowels

Cascarets

CANDY CATHARTIC

THEY WORK WHILE YOU SLEEP

Pleasant, Palatable, Potent, Taste