

MARK LISTED FOR IDAHO EXCURSION

Opening of New Line Important Event to Portland and Lewiston.

CLOSER TRADE RELATIONS

Local Business Men Discuss Benefits to Be Derived From Trip to One of Northwest's Rich Garden Spots.

The Lewiston-Riparia excursion over the new Lewiston-Riparia Railway, on May 1, from present indications, will be the largest ever given by the commercial bodies of Portland. Already more than 200 signatures are upon the Commercial Club's list.

"We have handled a good many excursions from this office in the last year or two, but in none of the others was there anything like the interest that is displayed in this instance. It is unprecedented that more than 20 firms should have reserved seats for the excursion less than a week, and never before have so many registered their names three weeks before the event."

Portland will be without its chief citizens on that day. Every big banking-house will be represented by head officers. The largest jobbing-houses and a score or more of smaller ones will also be represented. Prominent public men, a United States Senator, State Senators and Representatives have their names listed, and two congressional bodies will be well represented. From the Chamber of Commerce there will be present two past-presidents, W. J. Burns and W. D. Wheelwright, and by its president, Charles F. Swigert, and Joseph N. Teal, counsel for the transportation committee. Among the Commercial Club members on the excursion will be C. W. Hodson, president; Theodore B. Wilcox, chairman of the executive committee; A. L. Mills, J. C. Answorth, J. Frank Watson and Walter F. Russell, executive committee-men. Every newspaper will be represented. The names of those who have already signed for the excursion are as follows:

Richard W. Montague, John D. Carson, W. F. Russell, C. E. J. Goble, William L. Brewster, Dr. Otto B. Wright, George McMillan, John Stewart, Tour Robinson, W. A. Montgomery, R. W. Lewis, McCarroll, Bates & Lister, Dr. E. J. Ladd, William W. Warren, Charles R. Davis, E. B. Piper, J. P. Carroll, Oregon Journal, L. Allen Lewis, H. L. Powers, John E. Howell, J. H. McCune, C. F. Wright, A. H. Wright, H. C. Campbell, J. P. O'Brien, H. P. Holmes, L. Lang, F. G. Rufin, Joseph N. Teal, W. J. Benham, G. A. Harmon, T. G. Wilson, F. C. Kellogg, R. Lombard, W. C. Bristol, E. B. Webb, Oscar Huber, George Brown, H. W. Monasato, W. L. Howe, Gay Lombard, H. A. Sargent, Goodover Rubber Company, Marshall Wolfe Hardware Company, Neustader Brothers, W. P. Fuller & Company, Blake, McCall & Company, Charles L. Marsh, A. Marshall, I. Lewis, Pacific Paper Company, W. B. Clarke, Park & Son, Fisher, Thomas & Company, Portland Seed Company, Polson Implement Company, C. C. Chapman, Henry Albert, Bluminger & Company, C. F. Adams, A. B. Steinbach, F. W. Mulkey, A. L. Mills, Edward Cookingham, F. Wallen, W. J. Burns, H. Fogarty, J. C. Answorth, H. Weinberger, William Murray, C. F. Swigert, W. D. Wheelwright, F. E. West, Jay Scott, Ben Neustader, C. D. Bruce, T. D. Stoppelbach.

Speaking of the excursion, E. C. Giltner, secretary of the Chamber of Commerce, said: "The occasion is well worthy of the name. The opening of the Riparia-Lewiston Railroad is an epoch in the history of Portland's commercial development. It is of importance only second to the opening of the West through lines to the East. It opens a territory incalculably great in revenue and of incalculable potentiality. Lewiston is the gateway to a territory equal in size to many of the New England states and Lewiston, as a gateway, has been closed to Portland for a generation because there was no direct rail service. The new line opens the gate and the excursion to Lewiston of Portland's business men is simply to receive the keys."

Great Future in Store.

The new territory has in it the largest kind of present trade value, but it has an immeasurably greater future value. Incalculably increasing Lewiston they have 3000 square miles of fertile soil, with only 2000 acres of land. They have other thousands of acres being settled, and every five acres will support a family. They have a vast amount of goods, and those goods they will now buy in Portland. The gold fact is that a big percentage of every dollar made by the merchants and business men of Lewiston will finally gravitate into the pockets of the Portland people. It cannot be otherwise; the farmer spends his income at his local store and the local merchant pays the bill to the Portland merchants for goods. It is, therefore, the biggest kind of business for us to push along the Lewiston territory. Not only so, but the business that is there now, but to help the Lewiston people to create a larger population, for that makes larger business and a greater number of dollars for us.

There is another feature which marks this excursion as celebrating a big thing, and that is that we are getting something for nothing. We did nothing to get the Lewiston-Riparia line; Lewiston's people did the fighting, and got it over 20 years ago, and we have all the benefit and we are going up there to sell them so. We are going to tell them more. We are going to tell them that Portland will never stop working to clear the river from obstructions both at Celilo and from Unstilla to Riparia. We will tell them we'll do our share and more; we won't have to even ask them to do anything, for they have shown themselves to be willing to do anything to help things along. Now that we have the railroad, all either Lewiston or Portland needs to make the most perfect connection is the open river, and that is coming.

Views of Mr. Wilcox.

Theodore B. Wilcox, discussing the excursion, said: "There are but very few things that Portland has ever gotten without a fight, but one of those, and that not the least important of the things which go to make for the business development of the community, is the opening of the Lewiston-Riparia branch line of railway which connects the O. B. & N. with the Clearwater River, and thus gives an entrance for Portland's goods to an extremely rich territory. We are prone to celebrate those things most for which we have had to fight, but the opening of the Lewiston line came to us without an effort on our part, though certainly not without an effort on the part of the merchants of Lewiston, who have persistently advocated and advocated the opening of that line for 20 years or more. Now the merchants of Lewiston, having accomplished that which they have gone after, are giving a celebration, on May 1, and have invited us of Portland, who will share with them the benefits to be derived from the opening of the new line."

By reason of my peculiar line of business I have, perhaps better than the average, knowledge of just what the opening of the new line means to Portland. It means the opening of a territory as great as the joint area of Massachusetts, New Hampshire and Connecticut, already fairly well populated and producing an enormous bulk of varied product, the major part of

which has heretofore found its outlet through the Northern Pacific to Spokane, and which will now logically seek an outlet down the Snake River. The population of the Clearwater Valley has heretofore found its principal buying market at Spokane and the Sound, because, of course, of being directly in rail communication with that place, but now that the new line brings Portland within a night's travel of the merchants of Lewiston, and quick freight communication, the buying market should be, and from the attitude of the Lewiston merchants, it seems it will be at Portland.

While the territory as it is today is exceedingly worthy of exploitation, it is only a small fraction of what it will be in a very few years to come. I think it is not too true to say that the immediate vicinity of Lewiston is now growing more rapidly in population than any other given area in the whole Columbia, Snake and Willamette River watershed. Irrigation projects have added recently to the tillable fruit area thousands of acres of land, and these are being rapidly settled. One project alone, which has been financed by our local people at Portland, has added many hundreds to the population of Lewiston vicinity in the last year and will probably add thousands more in the years to come.

Trade on Natural Basis.

Of course the output from the Clearwater Basin now is largely wheat and lumber, but every year has increased the percentage of fruit and it is the cultivation of fruit which makes for closely settled communities and consequently great buying populations.

Prior to the entrance of the branch of the Northern Pacific into Lewiston from the north, the natural trend of trade was down the Snake and Columbia rivers to Portland. This was the natural way when no railways entered into the question. The traffic followed the line of least resistance and chose the easiest route. But when the Northern Pacific made its entrance into the Clearwater

PIONEER IN THE CULTURE OF THE ENGLISH WALNUT.



Thomas Prince, of Dundee, Or. The man who has demonstrated that the English walnut can be successfully grown in Oregon, was in the city yesterday and leaves this afternoon on a trip to his old home at Worcester, Mass. Ten years ago Mr. Prince was a manufacturer in the Massachusetts city and failing health compelled him to seek another climate. Having a little financial interest in Oregon he came to Yamhill County and became the pioneer in the culture of the English walnut.

territory, the same law of trade, which, up to that time had brought the business to Portland, took it to Spokane for the time of least resistance was by the rail route. The new line, the opening of which we are to celebrate, merely restores the conditions which had force before railways had come and trade will naturally follow its law and find its outlet the easiest way, which is to Portland, as before.

I have said that the merchants of Lewiston deserve the entire credit for the building of the new line. This is true with a certain modification. Certainly the Portland mercantile interests deserve no credit, but whatever of Portland influence has been exerted, and that is not a little, is to be credited to The Oregonian, which has persistently urged the necessity of railway development.

Will Open Entire Basin.

The building of the Riparia-Lewiston branch is step No. 1 in the complete opening of the whole Columbia, Snake and Clearwater Valley to river transportation. While Lewiston's people are swayed faithfully in procuring for themselves, and it must be remembered for us and our financial betterment—the new line giving direct rail connection, Portland has been inactive in the work of opening the river to steamboat traffic. The main obstruction to be removed was that at The Dalles, and by persistent effort and the expenditure of much money the locks were built. Next in order is the canal at Celilo and that is in such a stage of progress as to make it visible to the time when the falls there will be no longer a barrier to traffic.

There remains the comparatively insignificant task of removing obstructions to navigation between Unstilla and Riparia. When that is done, Portland will be so placed as to command the greatest series of waterways on the continent, dominated by any one entry point. The celebration at Lewiston has, then, for us a two-fold object. We will congratulate Lewiston upon the opening of the new line and plan for the making of river improvement. No two cities could possibly have interests more closely allied. Lewiston is so placed as to be at the head of our water-grade railway system, and at the head of our navigable water. Her future at the center of the Clearwater Basin is assured beyond the possibility of doubt, for the territory of which she is the center contains the bulk of all that enormous wheat acreage in Washington and Idaho. It contains also millions of acres of timber and in her immediate vicinity one of the greatest fruit sections in the Northwest. Her domination of this vast stretch of rich country is inevitable because of the geography of that region, there being a natural fall in every direction to Lewiston as a center. Care loaded with agricultural products roll by force of gravity to her wharves.

It is not our imagination to reveal what this means for Portland, for as surely as Lewiston dominates her territory so surely do we dominate her and what is hers for the wheat, the Snake and Columbia, and the economic line of transport by which Lewiston products and a market. It is a rule of traffic wherever traffic is, that it follows the easiest path. A farmer drives his stock to market takes the road with the easiest grade—roadside do the same. The easiest grade from Lewiston to Portland is the Clearwater Basin is down the river in Portland.

J. N. Teal, counsel for the transportation committee of the Chamber of Commerce, said: "I hope the proposed excursion to Lewiston will be taken advantage of by every one who can possibly go. It will give an excellent opportunity for neighbors and friends to re-visit old associations and for those in Portland who have never had the privilege of visiting one of the garden spots of the Northwest to see it at the best. For years the people of both sections have looked forward to the time when direct rail connection would bring them closer together. To give some idea of the commercial changes that will necessarily follow from the completion of this road it is sufficient to say that substantially Portland and Lewiston will be near one another as Lewiston and Spokane."

Hopes at Last Realized.

I hope the proposed excursion to Lewiston will be taken advantage of by every one who can possibly go. It will give an excellent opportunity for neighbors and friends to re-visit old associations and for those in Portland who have never had the privilege of visiting one of the garden spots of the Northwest to see it at the best. For years the people of both sections have looked forward to the time when direct rail connection would bring them closer together. To give some idea of the commercial changes that will necessarily follow from the completion of this road it is sufficient to say that substantially Portland and Lewiston will be near one another as Lewiston and Spokane."

We fit shoes carefully and give patrons every possible advantage of our experience. This does not mean dictation nor uncalled for insistence.

Correct Easter Fashions. There is nothing ordinary about Crawford style; the highest order of genius engaged in shoe design is constantly employed in "Crawford" production. Ordinary factories designing is the work of one man. "Crawford" patterns represent the combined effort of a dozen specialists in shoe designing. This is why "Crawford" fashions so far excel all competition. Only the best of materials are used in "Crawford" Shoes—the world's best tanners have learned that "Crawford" makers will accept no other kind. The "Crawford" workman has always been considered "worthy of his hire," and in consequence are the "Crawford" ranks filled with earnest, expert workers, long trained and well paid, for their different branches of the work. To this one feature may be traced the strong individuality of "Crawford" shoemaking. Crawford Shoes are made in enormous quantities and sold direct to the wearer. There are no "figurehead" positions in the "Crawford" organization, nor any useless, expensive methods of handling their product. NO FANCY PRICES. When "Crawford" Shoes go wrong, we gladly make them right, and are not ugly about it. It happens so seldom we can afford to be liberal.

FOR MEN and WOMEN Crawford Shoe Store 270 WASHINGTON STREET.

delegates to the general assembly, to be held in May in Kansas City, will be chosen, and the statistical reports of the churches will be presented to the Presbytery. The sessional records will be reviewed and the Presbytery will begin the work of administration of the self-support scheme adopted last Fall. Tuesday evening will be devoted to a popular meeting in the interest of foreign missions when Dr. Foulker of the First Presbyterian Church of Portland, will give his stereoscopic lecture on "All Around the World Missions."

FLEET HAS BEEN INVITED

Request for Ships Meets With Favorable Consideration. Evidence came to light yesterday that an invitation had been extended the President and the Navy Department at Washington to have Admiral Evans' fleet, or a portion of it, visit Portland during the Rose Festival.

The improvement of the river for navigation under the wise policy about to be inaugurated the waters will serve to irrigate the thirsty soil and furnish power for the many purposes now demanded by modern life. With this work on the upper river, with 60 feet of water at the mouth of our great river, with Eastern Oregon opened up to settlement, through sufficient transportation facilities, the Northwest will come into its own and Portland in close kinship and touch with all this territory will be seated at the gateway of this great empire. In Lewiston they will see a flourishing city that one day will be a great commercial center. In Clatskanie across the river, they will have direct evidence of what enlightened development and faith in the possibilities of this county can accomplish. They will meet a hospitable people, fair women and broad-minded men, and will return amply repaid for a pleasant excursion.

WILL ACT ON RESIGNATION

Portland Presbytery Meets to Dismiss Dr. Ely. There will be a pro re nata meeting of the Presbytery of Portland, Friday at 10 A. M., at the Portland First Presbyterian Church, to act on the resignation of Dr. R. E. S. Ely, Jr., from the Calvary Church pastorate; to dismiss Dr. Ely to the Presbytery of Cedar Rapids and to transact any other business that may come up.

The April meeting of the Presbytery will be held in the First Presbyterian Church of Astoria, April 21, and will be constituted for business after the retiring moderator's sermon, at 2 P. M. At this meeting the resignation of Rev. J. R. McGlade, D. D., from the pastorate of the Mispah Church, will be acted on;

use their best endeavors to have some of the fleet come to this city at the time referred to. Under date of March 11, Senator Fulton wrote to the Chamber that he had brought the matter to the attention of the Navy Department, and had requested that some of the vessels be sent to Portland and that in all probability some of the ships would come to Portland after the review at San Francisco. Senator Bourne wrote that he had called upon the President and had been told by the Commander-in-Chief that so far as he was concerned this city was to be included in the list of the principal

ports of the Coast to be visited when the fleet arrived. He said he would bring the matter to the attention of Admiral Evans, who would use his discretion as to the class of vessels to come up the Columbia and Willamette, but that he had little doubt that cruises which could safely pass in would be sent to Portland at the time of the Rose Festival.

A well-attended Republican rally was held in Montavilla last night. The Montavilla Quartet supplied the music. Dr. William Dewey presided. Talks were made by W. R. McGarry, A. G. Rushlight, Robert Morrow, K. C. Couch, C. C. Locks and J. W. Bell, candidates.

Vote for W. H. HURLBURT No. 23. For Railroad Commissioner.

YES The Lanpher Hat is "ALWAYS RIGHT" Ask Your Dealer.

William Dewey presided. Talks were made by W. R. McGarry, A. G. Rushlight, Robert Morrow, K. C. Couch, C. C. Locks and J. W. Bell, candidates.

EVANSTON The Closest in Residence Property in Portland Selling for \$10 a Month. On April 7th, EVANSTON—Spanton Co.'s beautiful new tract on the W.-W. carline—was filed for record. On April 14th (that was yesterday), the Spanton Co. had sold thirty-nine of the fifty-eight lots in the tract. EVANSTON is close in, being only 12 minutes from Morrison-street bridge, on the W.-W. carline—it is high and sightly and surrounded by every advantage—you don't have to be a clairvoyant, peering into the future, in search of values, but as a practical person, you see these advantages sticking out on every hand. See EVANSTON today—for just as certain as two and two are four, the remaining nineteen lots will be sold before next Monday evening. Take the W.-W. car; get off at Francis avenue; the agent is there. \$400 a lot—\$10.00 a month. THE SPANTON CO. 270 STARK ST