CALIFORNIA IS

Chinese Resolution Is Passed Despite Objections of Its Delegates.

FRANCIS

Important Subjects Considered by Trans - Mississippi Commercial Congress and Recommendations Are Made.

WORK OF THE CONGRESS. Then the gavel of Vice-President John Henry Smith fell at 9:20 o'clock last Mississippi Commercial Congress passed tunt recettings that has ever been held end which has promulgated new principles that will undoubtedly become po-Chinese exclusion, by making it a feature of the National problem of how minigration laws may be amended to countries in the excluded class. It was source of regret expressed by many pembers that the resolutions bearing ive in terms declaring for continued stend of coupling the question with that d immigration as a whole. In demandng the enforcement of existing intermerce laws and omission of ecommendation that the members of the Interstate Commerce Commission

the same subjects. As a body representative of the comereld, financial, industrial and manufacturing interests of the West R surassed any previous convention held in the Northwest and was the source of differences upon the two live topics of the day that are bound to become vast ly influential in future political history of the West and whole country. Upon Hy-the necessity for river and harbor will open ports of the Pacific and of the Gulf Coast to the largest carriers of the world, and establishment of coast de-

powers, the body seems not to have

gone so far as previous sessions on

Yesterday brought culmination of the contest that has all along been forecented as inevitable, in which the ele-ments taking adverse views on the Chinese exclusion question were lined up, but the result was less eignificant because of the character of the resi-

ourtesies extended the delegates was spiced in resolutions of thanks including in their broad scope all who conributed to success of the session. Owing portent papers were read by title only, and will be included in the published proceedings. A great many of the dele gates are also accredited to the National Irrigation Congress and will con tinue guests of Portland for the next

The long agony is over, and the muchmooted questions of Chinese exclusion has been definitely settled-or, at least, settied so far as the Trans-Mississippi Commercial Congress can settle it by the adoption of the very vague and somewhat assitisfactory resolution recommended by the committee on resolutions yesterday and printed in full in The Oregonian. Spectators, as well as delegates to the

Congress, were awaiting a first-class conflict over this question, and they were not disappointed. The California delegations led the onslaught on the adoption of the resolution. Attorney Frank H. Gould, of San Francisco, and John E. Raker, of Alturas, delivered strenuous appeals against the resolution, and for a time the debate became exceedingly acrimonious. Mr. Yates, of Missouri, opened the ball, and was promptly followed by Mr. Harris, of Texas, who, as a member of the con mittee on resolutions, declared that he would champion it if no one else had the urage to do so, but he visided the floor to Yates, of Missouri, who made a strong speech against any amendment of the ex-

isting exclusion laws. Seeks to Table Motion.

Raker, of California, then moved that e resolution be tabled, and the principal bate was upon this motion. Gould, of debate was upon this motion. Gould, of the same state, said that the people of California were unalterably opposed to any importation of cheap foreign labor, and in a most vigorous speech denounced the proposed resolution. He was ably seconded by Delegate Raker, who persist-ed in talking until ordered to desist by the chairman. The Californians fought the measure to the last ditch, and went down with flying colors on the decisive

Chairman Fleming, of the resolutions committee, engaged in a spirited contro-ersy with Mr. Gould, and refused to yield the floor to the gentleman from California. He stated that if California had not reed proper consideration at the hands of his committee it was its own fault, and he denied that any unfair action had been His remarks were decidedly caustic, and were answered in the same

Gould Makes Fight.

Mr. Gould said that he was a pretty well-known atterney of San Francisco, that he spent his own money , was not magogue and was not seeking any specious notoriety at the present time. He was simply voicing California in its wellwn sentiment against coolle immigra-

Chairman John Henry Smith, of Utah, then got into trouble by deciding the motion to table the resolution, lost upon a close viva voce vote and retired from the chair when Mr. Raker, of California. took an appeal from the decision of the chair, being succeeded by ex-Governor

chair, being succeeded Prince, of New Mexico. Harris, of Texas, next moved a reconsideration of the vote by which the Chinese resolution was passed and that John Henry Smith be restored to the chair. The gentleman from Mormondom declined by the chair of the chair of the chair of the chair. declined because of fragile health, and Governor Prince held the gavel until

bloodshed was averted. The motion to reconsider was apparently lost, but the tireless ener demanded a vote by states, the

following being the result: Alnska, 10 noes; Arkansas, 10 noes; California, 13 noes, 11 syes; Colorado, 10 noes; Iowa, 10 noes; Idaho, 19 noes; Indian Territory, 10 noes; Kansas, 16 noes;
Minnesota, 10 noes; Montana, 10 noes;
Missouri, 9 noes, 1 aye; Nebraska, 10
noes; Nevada, 10 ayes; New Mexico, 5
noes, 5 ayes; North Dakota, 15 noos;
We recommend that an additional naval staour part in the respectation money in
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The permanent improvement of the navigable delivered an address upon "River Improvement of the provement of the permanent improvement of the

Oklahama, 10 noes; Oregon, 15 noes, 15 ayes; Texas, 10 noes; Uta Washington, 6 noes, 14 ayes, Utah, Il noes:

Beaten Two to One. Secretary Francis announced the total vote: 186 most, 26 ayes, and thus ended the greatest struggle and the most bitter-ly contested question of the congress. Prior to the meeting of the congress

the members were assembled on the plat-form and protographed as a group. Hon, John Henry Smith, of Salt Lake, was the presiding officer of the day, who, after a few brief remarks, introduced ex-Secretary of the Interior, John W. Noble, who delibered a very facility. ex-secretary of the interior, John W. Noble, who delivered a very forcible address upon "Department of Commerce and Labor." His speech had the undivided attention of delegates and was a noteworthy effort. John W. Noble mid

that has announced that the power to regulate to the power to rule and to supreme in its ordained field, we may be sure will move to its design like fate, and by ways and through ways not altogether well defined, but that will PRESIDENT be both legal, efficient and all sufficient.

The department does not have power to enforce its own conclusions, even if it is expected to formulate them, on all subjects within its jurisdiction of investigation. Where

this power should be placed is a question af-fecting the whole of the controversy now agi-tated by the question relating to transport-tion, monopolies, illegal combinations; even as o the vital controversies about tariff, reclworlty and the health and the vigor of both our foreign and domestic commerce. It seems to be setablished, however, beyond doubt that the Legislature has power to fix rates for transportation by common extres, and that it can be exercised by board or communication authorized for the purpose by legislative act and within the limit of not destroying the property and business, so regulated that legis-lative power is effective; that the judiciary can annul lilegal combination to prevent com-petition in trade, and the Supreme Court of the United States, as to interstate and inter-national commerce, can and will act to set aside corporate action creating, or even tending to create, monopoly, or contravening their

anti-irest statutes.

Officers Are Chosen.

After the close of Mr. Noble's address, the committee on permanent organization submitted its report, and it was unani-mously adopted, after considerable spar-ring over the selection of the next place meeting. The newly-elected officers

President-David R. Francis, St. Louis, First vice-president-Colonel H. D. Love-iand, San Francisco, Cal. Second vice-president-Hen. L. Bradford Prince, Santa Fe. N. M. Third vice-president-N. G. Larimore,

arlmore, N. D. Topeka, Ken.

Secretary-Arthur F. Francia, Cripple Creek, Colo. Treasurer-H. V. Toppings, Kansas City.

eenth annual meeting then came up, and a calf of states was ordered to designate the city. When Colorado was reached. the city. mications from Governor McDonald Mayor Speers, J. F. Tuttle and others were read by Secretary Francia, cordially inviting the congress to Denver as its next place of meeting. John T. Burus, of Colorado delegation, earnestly pleaded for Denver, saying that Denver was the great convention city of the United States and was always ready to receive visitors

and royally to entertain them.

Ex-Governor Crittenden, of Missouri, opened the argument for Kansas City when Missouri was reached, and stemmed the tide towards Denver in a most able and convincing argument. He sold that he was for Kansas City, and that Missour; would extend the glad hand to every dele-"Gentlemen," said he, "I voted for the admission of Colorade as a state, and I am for Denver in all things except the next meeting of this congress."

Kansas City Selected.

Later on in his address Governor Crittenden said: "If I have wounded the feelings of Colorado in anything I may have said, it is only the loving chartisement of | rado the father for his child. Come to Kansas In view of their rapidly increasing export City; have a good time, and, if necessary, the delegates can draw through our bank for money enough to get home on. I do not think Kansas City needs to make any preliminary promises, because she always does her duty."

Nebraska and Nevada seconded Kansas City. A communication from Governo Bearles, of North Dakots, favoring Bis marck as the next meeting place was read, and General W. T. Williamson made a strong plea for that city, but finally withdrew the recommendation and seconded Kansas City. Mr. Reed, of Texus, seconded Kansas

City, while Hewlitt, of Utah, named Salt Lake City. Mr. Saylor, of Iowa, named Des Moines, but gave way to "that great intermountain mart of trade. Kansas intermountain mart of trade, Kansas City," and therefore seconded the motion. House, of Washington, seconded Salt Lake City, and Tannahill, of Idaho, was for Kansas City. Secretary Calibreath, of the American Mining Congress, was for Denver, and Burns, of that state, said there was nothing too large for Colorado and that his state actually grew the beets

pon which Kansas City fed. Kansas City was finally chosen as the eeting place of the next Trans-Mississippi Congress by a unantimous vote, the Colorado contingent submitting gracefully when its memers found themselves beaten.

Resolutions Are Adopted.

Chairman Fleming, from the resolutions committee, then presented the configured report of his committee, which was finaladopted with a few minor alterations. We, your committee on resolutions, having

Be it Resolved, By the Trans-Mississippi

Commercial Congress, composed of represen-tative from the several states and territories between the Mississippi River and the Pacific Coast, at its 16th annual session, assembled in the City of Portland, Oregon, as follows:

We sarrestly recommend liberal appropriations under continuing contracts by the Federal Government for the improvement of the harbors on the Gulf of Mexico and the Pacific Coast. The largely increasing trade with Cen-tral and South America and the Orient ren-ders a more liberal policy towards these peris-on the part of the National Government, im-

peratively necessary.

The deep draft of the vessels in which the commerce of the world is now most economcally carried makes it important that the Galveston harbor should have a uniform depth of not less than 35 feet of water at mean low tide, with a width and extension commensurate with its growing importance. The same recommendation is made with reference to the improvement of the harbors on the Pacific

er ought to be completed according to the plans of the Government engineers in order may find a convenient highway to the markets

In harmony with past declarations of this body, we declare that it is the plain duty of the National Government to take hold of the important question of river improvement and flood control in an earnest and broad-gauge manner. The cost of necessary improvements to prevent the continued interruption on interstate commerce and an appailing loss of life and properly, should be met by the National Government and the localities affected, upon an equitable basis. The permanent improve-ment of the great Mississippi and Mississip Rivers and their navigable tributaries ought to be an object of National concern. The conditions at and in the vicinity of Kansas City and East St. Louis, where commercial and transportation interests of the greatest magni-tude are frequently menaced by devastating river floods, emphasizes the National impor-

tance of this question We earnestly favor a liberal policy on the part of Congress in appropriating money for

tion be immediately constructed on the Pa-cific Coast at some point near the Mexican border to be selected by the Navy Department. We desire to direct the attention of the National Government to the defenseless con-dition of the Pacific Coast and urgs that Con-

built by the National Government for the protection of its property at the Port of Gal-veston in accordance with the plans of the United States Engineers.

The mining industry of the United States

having grown to such proportions and impor-tance and being capable of such vast develop-ment if properly fostered by the Government, we heartly favor the establishment by an act

of Congress of a National department of Mines and Mining.

The fundamental principle of the American Republic is that of self-government, and no body of American citizens should be deprived of that right. We therefore, recommend the early admission of all of the remaining ter-ritories as reparate states, and the establish-ment of a territorial form of government for

Alseka. We unqualifiedly favor the progressive Na-tional policy on the part of the United States of festering and building up an American mer-chant marine by every available means, and respectfully urge upon the consideration of Congress the National importance of this question in the development of our foreign

We inforse and approve the maintenance of forest reserves under just and reasonable con-ditions. We, however, urge that the utmost caution be exercised in the extension of the present reserves and that no further extenlarge or small, which are capable of cultiva tion, and we further urge the repeal of all laws, and orders of the Interior Department. Immling the use or sale of the timber products to the state or territory in which the same may be cut.

This congress desires to express its high appreciation of the National irrigation law and halls with pleasure the opportunities afforded under its beneficent provisions for the American citizen to own his own home, and we express the hope that the several Governmental enterprises now under contemplation, as well as under construction, be pushed to a speedy

and successful completion.

We declare that the use of the river waters of the trans-Mississippi States is of vasily greater importance when applied to irrigation than to navigation, and hence, when the de-mands of irrigation require such a volume of water of any navigable arresm se to render it ees manigable, such conditions should not be semilted to interfere in any manner with the

mid mavigation or for the control of flood makers, we recommend that special investi-gation be given to the practicability of the contruction of large storage reservoirs, so as store the waters during the flood scaeon and this minimize the danger of flood rawages in the lower portions of such river valleys. We insist upon the rigid enforcement of exsting laws us the proper remedy for the un-mixed svil of rebates, discrimination in freight

vale our lines, by railway companies, We recommend to the several states and ter-ritories the adoption of such ingisiation as will place the sudgest of permanent public road imrement under an intelligent and uniform

and express rates and special privileges to pr

state and county supervision. We again surnestly urge such a thorough cure the most efficient service to our busi-ness intereste and we believe that this can be best accomplished by basing appointments spon experience, ability and character, un

We innovae the proposed Pan-American Trade College or College of Commerce upon the Gulf coast of Texas, in which the trade umages, cus-toms and language of the Central and Scoth American republics shall be exemplified and taught, as a project worthy of the favorable consideration of the Congress of the United

Waterways Convention to meet in Washington in the early part of 1906, and recommend to the members of this body that they take the therein from their respective states and per-

Western Immigration Congress as proposed by the Stare Commercial Association of Colo-

Sur Pedro, Cal., be made ports of entry. FRED W. FLEMING, Chairman. E. A. Hawkins, Secretary.

Resoultion on Chinese.

The following is the resolution on the Chinese exclusion act as passed by the congress after a heated and sometimes acrimonious debate;

Our foreign trade with China is at present suspended, and American vessels are unable discharge their rargoes at Chinese newtisfactory state of affairs is understood to have been produced by the improper treat-ment to which the privileged classes of China-have been subjected in the administration of our laws prohibiting the administration of Chinase abovers to the United States.

There are now seeking admission to our country large numbers of persons from Europe, Asia and Africa, many of whom are undesimble and cannot be admitted with dangering the high standards of American citdeemed expedient, retterate his instructions for proper treatment of the privileged classes of China, to assertain through the proper chan-nels the reasons for the present boycoit, and to appoint a commission to investigate and re-port to Congress, with recommendations for a jort to Congress, with recommendations for a comprehensive immigration law framed to remove all unreasonable restrictions, but to exclude from the United States and our insular ossessions all undestrable persons from every

To show its entire good will toward the daily press and its appreciation of the extended reports given by the news-papers of its proceedings, the congress unanimously passed the following resolu-

"Resolved. That the thanks of this congress are due to the daily press of Port-iand for its comprehensive and intelli-gent reports from day to day of the proeedings of this congress."

Paper on Livestock Interests.

headquarters at Denver, presented a paper upon the "Livestock Interests of the Mississippi Regions," but owing to the lack of time it was considered read and entered on record. Extracts from and entered on record. Extracts from Mr. Tomlinson's very able papers follow: "For six years the livestock industry has been importuning Congress for precasely the same legislation that Prosident Roosevelt says is now most needed. He will continue to demand it and if action on our fair and reasonable request is longer deferred because of corporate influence, then will the people understand that such corporate power is too great to go unrestrained and more radical measures will be the inevitable result; for we know how the voters will decide as between limited Governmental control of railroads on the one hand and the absolute control of the Government by the rallways on the other. The American Stockgrowers' Association considers our international trade relations and the Federal regulation of interstate railroad rates to be the two most vital issues confronting the public today. This Trans-Congress at its last session indorsed the proposition to grant adequate power to the Interstate Commerce Commission and I hope it will again forcibly express its opionion by suitable action. May I hope further, that the problem of international trade relations, sometimes

called "reciprocity" will also received your indersement and support?" Payor River Improvements.

Henry T. Clark, president of the Mis-

of this great trans-Mississippi Empire opened to the world by those intropid explorers, Lowis and Clark. This great country composed of 14 states and four territories, with its face toward the Orient, the Mecca of coming de-velopment, presents a magic field for our ef-forts. In the multitude of measures demandress make the necessary appropriation to forts. In the multitude of measures demand-sarry out the plane of the War Department for dequate coast fertilications.

We favor the projection of the sea wall

The subject of railroad control and the equalizing and adjusting of freight rates is receiving great interest and dis-cussion at this time. The present Administration urged upon Congress the nefor these inequalities. There is a certain and sure way within the province of the people to supply the remedy and provide people to supply the remedy and provid-free and untrammeled means of transportstion by improving their waterways and har-bors and maintaining them open to navigation It is demonstrated in all barts of the country that wherever there is open water commeatlon it is an absolute and sure leveler of reight and passenger rates. To accomplish his we must have unity of action by all in-excepts for this improvement throughout the sentative or more for every important water way improvement within its limit, and then reaching across the border of the Mississippi, combine with the interests of the East, South and Middle West, for this all-Important in-

The congress adjourned until 7:20 clock last evening, at which time too usiness of the meeting was completed. Members of the executive commit-e of the Trans-Mississippi (Ingress held a meeting yesterday afternoon and after electing Fred W. Fleming, of Knowns City, chairman, proceeded to

appoint the following committees: Congressional committee—Theodore B. Wilcox, Portland, chairman; Tom chardson, Portland, vice-chairman; H. Richards, Boise, Idaho; Hesbert Strain, Great Falls, Mont.; Edward S. Harris, Galveston, Tex.; H. P. Wood, San Diego, Cal.; Fred W. Fleming. Kansas City, Mo.; Edward Hunter, Des

Advisory committee-E R. Moses Freat Bend, Kan.; John Henry Smith, itah; H. R. Waltmore, St. Louis; Benjamin F. Beardsley, St. Paul, and H. N. Mayo, New Orleans.

The following resolution was adopt by the executive committee of the

Trans-Mississipi Congress: "We earnestly recommend the re-enactment by Congress of the law which formerly allowed to Pacific Coast builders of naval vessels a differential sufficient to enable them to

DISSATISFACTION WITH ACTION OF THE CONGRESS.

Secretary of the American Stock-growers' Association on Interstate Commerce Commission.

There was considerable dissatisfac Prans-Mississippi Commercial gress on the question of interstate commerce, in which no demand was voiced for new legislation and the de-mand for riged enforcement of existing laws is deemed ridiculous in view of the fact that the body had previously gons on record favoring en-larged powers of the Interstate Com-merce Commission, T. W. Tomlinson, secretary of the American Stockgrow ers' Association, expressed his disap-proval of the resolution in no uncertain language last evening, preceding his departure for California. Mr. Tom-

This congress has previously gone ing contracts to the Pacific Coast, for, on record for enlargement of the powers of the Interstate Commerce Com-mission so that they may after com-plaint and upon proper hearing both tingo, they know how to build ships out City of Portland and all who had assisted sides say what is a just and reason-able rate in lieu of the one complained of; the rate thus fixed to go into ef-fect practically at once. This is in is no possibility of securing Government fect practically at once. This is in confermity with the stand taken by President Roosevelt in his message and subsequent speeches on the same mut-

congress at this session means absolutely nothing and reverses its own previous attitude on the subject. The present laws have proven inadequate and the announcement of the congress calling for their rigid enforcement is little short of ridiculous. Courts have not the power to say what is a reasonable or an unreasonable rate and as the Commission, under the Supreme Court decision, has not that power,

the public is without redress.
'The American Stockgrowers' Association is composed entirely of produc-ers of livestock, and its membership and the consumers pay the truffic charges, therefore we feel that we are more directly concerned and thorough-ly justified in a demand for the crea-tion of a tribunal where our interests few years. He referred to the magnifithat have obtained everything they desire in the form of special favors. Special favors, certainly might be omewhat affected by the establishment inequalities and enforce the principles selected Mr. Kemp to represent Alaska of a 'square deal.' The interests of the he certainly made no mistake and it is whole equatry certainly are greater regrettable that he could not arrive than that of any particular commercial earlier in the proceedings. than that of any particular commercial locality and the Trans-Mississippi Commercial Congres should be big enough to stand by great principles in the nonpartisan spirit its organization R. contemplates and with absolute free-dom from taint or corruption of any

"I am informed that the action of the Secretary T. W. Tomlinson, of the American Stockgrowers Association, with mercial interests now favored by present-conditions, and therefore not desirous of conditions.

"When Lewis and Clark made their memorable journey a century ago rail-roads were undreamed up. Today they gridiron this continent, and to them more than any other factor should be attrib-uted the marvelous growth of this Northwest territory. Livestock is no longer trailed from one section of the country to the other. The evolution to the present method of transporting livestock and dis-tributing its product is coincident with the growth of railroads. The livestock the growth of railroads. The livestock industry needs the railroads for the very necessary service they perform, and the railroads need the livestock industry for the large tonnage it supplies. In many respects, their interests are mutual. But occasionally there are elements of discord, arising mainly on the point of what price should be paid for the service, and there is no effective means by which such dif-ferences can be justly decided and a prop-

er rate put in force.
"President Roosevelt has said that the most important legislative act now needed as regards the regulation of corporations." is the act to confer on the Interstate Com-merce Commission the power, where a given rate has been challenged, and after full hearing found to be unreasonable and unjust, to decide what shall be a reason-able rate to take its place; the rate thus fixed to go into effect practically at once. 'Railroads are quasi-public institutions; their right to exist comes from the Govat, and the Government unquestionerament, and the overnment unquestion-ably has the power to regulate their charges. For over a hundred years the common law has problitted unjust and unreasonable rates, and the railroads, when they embark in business, do so subject to that prohibition, and in that re-

Closing Session Treats Live Coast Subjects.

FAVORS COAST SHIP-YARDS

Resolution Adopted Declaring Four Per Cent Differential Should Be Allowed Pacific Coast Builders of Vessels.

Frank W. Hibbs, representing the Seattle Chamber of Commerce, at the evening session of the Trans-Mississippi Commercial Congress held last night in the Auditorium of the Lewis and Clark Exposition, delivered a very able address upon the subject of "Differentials in the Building of a United States Navy." It is regrettable that this carefully prepared and exhaustive document was presented before a rather small assemblage, as it was really one of the most instructive documents offered before the congress. The speaker stated that various amend-ments to the naval appropriations bill had been introduced in the Federal Contleships on the Pacific Coast at a cost not exceeding 4 per cent above the low-est accepted bid for the construction of such vessels on the Atlantic Coast, but that these amendments had always been defeated.

Tells of Results.

"The result of this," eaid he, "Is that while previously it had been possible to build naval vessels on the Pacific Coast. been made, and it seems probable within all reason and common sense that unless this provision or its equivalent be restored to the naval appropriation bill in the future the completion of the four ships now under construction will mark the end of naval shipbuilding on this Coast, if not the end of that important

branch of our industries.
"The necessity for such a provision is not difficult to understand. It is a plain business proposition, which has for its object simply the removal of the handiap with which the Pacific Coast shipbuilder has to contend in paying a large proportional amount of freight upon the steel materials which enter into the construction of such a vessel.

Differences in Cost of Material.

"The Pacific Coast shipbuilder pays about \$1 per 100 pounds more for his ma-terial than the Eastern shipbuilder be-cause of freights on steel, and in a ship the size of the Nebraska this is 16,500,000 pounds, making the extra cost of such a vessel built on this coast about \$185,000. The contract price of the Nebraska is ion with the resolution adopted by the \$1.725,000, which was awarded under the rans-Mississippi Commercial Con-4 per cent differential clause, being in this case \$142,600 in excess of the lowest accepted bid for the corresponding ships awarded to an Eastern builder. For this type and size of vessel the 4 per cent differential is conservative rather than otherwise, for it would cost \$75,000 to Senttle, so the extra cost of a \$7,000,03 Lattieship is about I per cent.

Record of the Oregon.

Navy, has shown that the navy and the nation has not lost anything by award-

The speaker closed by stating that

work in competition with Eastern yards. Adoption of Resolution.

After the conclusion of Mr. Hibbs' speech the committee on resolutions introduced the following supplemenresolution, which was passed without a dissenting voice:
"We exruestly recommend the epactment by Congress of the which formerly allowed to Pacific Coast builders of naval vessels a differential sufficient to enable them to

compete upon equal terms with build-ers located upon the Atlantic Coast."

Address of Alaskan. Randall H. Kemp, of Seward, Alaska, editor of "The Gateway," who arrived from the North late Yesterday, then addressed the congress on behalf of Governor Brudy, of Alaska. He told would receive proper consideration, and cent timber resources of that great ter-protest against being defeated in that ritory and made a strong plea for adesurpose by other commercial interests quate appropriations and recognition of the territory as a state at as early a date as possible. Mr. Kemp was such date as possible. Mr. Kemp was such a diffident and withal pleasing speaker that the audience was loth to allow him to conclude. When Governor Brady

> The Alaska delegation, composed of Randall H. Kemp, W. J. Allen and John R. Dodson, arrived late yesterday afternoon and immediately repaired to the Fair grounds. The northerners were anxiously awaited and were accorded a hearty reception.

New Officers Felicitous.

Colonel H. D. Loveland, of San Franeisco, first vice-president. ongress in the name of President Francis. Mr. Loveland took the delegates into his confidence and expressed the hope that all would read his address on "Development of Manufacturing," which will be published, though not delivered. He pointed pertinently to the necessity of develop-ing manufactures as a means of acquiring population, in which the entire Pacific Const region is intensely interested.

land," said he, "if property harnes

would turn every wheel in Oregon and light all of your towns and cities. "Oregon, producing the finest wool in the world, and the largest yield of any state in the Union, manufactor per cent thereof. Why is it? manufacture more of our raw material?

"I do not want to close without paying my respects to Tom Richardson," He viewed the struggle at St. Louis to sec the selection of the sixteenth annual sesion in Portland, when he joined with the manager of the Portland Commercial Club to bring the body to the Pacific Coast. Colonel Loveland was most pleasing in his manner and was frequently heartily

Second Vice-President Prince was then introduced, and declared that the Trans-Mississippi Congress was most dear to his heart. He had been a delegate to almost every session of the congress in recent years, and believed it to be one of the greatest factors in American progression. He declared the Lewis and Clark Exposi-tion a gem, but also said that it was not a good idea to hold a business congress in an exposition city, as the attractions were

Secretary James F. Calibreath, of the American Mining Congress, called special 173-5 First St.

If George Washington Had Crossed

The Willamette instead of the Delaware he might have encountered the Indians on the beautiful spot where now stands

The Oaks

While the O. W. P. & Ry. Co. was excavating and leveling the grounds, the workmen discovered hundreds of Indian relies that soon will be exhibited to the public. Every Oregonian should come and see the historic tree near "The Oaks Tavern." A "danger-signal" flag-pole, grown into the very heart of a stately oak. Yet that is but one of a hundred attractions. Remember-you ride to the entrance for 5 cents, enter the park for 10-children 5. If you spend one Sunday with us, you will never miss another. Next Tuesday—the Foresters of America. And we won't do a thing to them.



The Event of All Events

Two weeks, commencing Monday evening, August 28. Pain's stupendous, thrilling spectacle,

"The Last Days of Pompeii"

And gorgeous \$2000 nightly display of Pain's Manhattan Beach fireworks.

which is to meet in Denver, and urged united action all along the line to make it a success.

Mr. Wallace, of North Dakota, who has been a prominent figure in all the proceedings of the Congress, and who was a compatriot of John Brown, of Ossawotamie, moved a vote of thanks to the officers of the congress, the press of the

in making the meeting a grand. His motion carried unanimously. making the meeting a grand success

Adjourns Sine Die. Apostle John Henry Smith, in closing the sixteenth convention of the Trans-

The Church and State

Clieron Rovers Woodruff secretary of upon "The Church and the State," at the First Unitarian Church, Rev. George C Creasey, D. D., at Il o'clock this morn-

Mississippi Commercial Congress, grew Office Desks



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