

CALIFORNIA IS BEATEN

Chinese Resolution Is Passed Despite Objections of Its Delegates.

FRANCIS IS PRESIDENT

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

WORK OF THE CONGRESS.

When the great Vice-President John Henry Smith left at 9:30 o'clock last night the 19th session of the Trans-Mississippi Commercial Congress passed into history as one of the most important meetings that has ever been held and which has promulgated new principles that will undoubtedly become political issues concerning the question of Chinese exclusion, by making it a feature of the National problem of immigration...

Oklahoma, 10 yeas; Oregon, 15 yeas, 15 yeas; Texas, 10 yeas; Utah, 12 yeas; Washington, 6 yeas, 14 yeas. Beaten Two to One. Secretary Francis announced the total vote: 136 yeas, 54 yeas, and thus ended the greatest struggle and the most bitterly contested question of the congress.

The department is meant to control, and over, that has assumed that the power to regulate the power to rule and is supreme in its own field, we may be sure will move to change the rate, and by way of change, we may not altogether well defined, but that will be both legal, efficient and all sufficient.

Officers Are Chosen. After the close of Mr. Noble's address, the committee on permanent organization submitted its report, and it was unanimously adopted, after considerable sparring over the selection of the next place of meeting.

President—David R. Francis, St. Louis. First vice-president—Colonel H. D. Loveland, San Francisco. Second vice-president—Hon. L. Bradford Prince, Santa Fe, N. M. Third vice-president—N. G. Lartremore, Larimore, N. D.

Secretary—Arthur F. Francis, Cripple Creek, Colo. Treasurer—H. V. Toppings, Kansas City, Mo. The question of a place for the seventeenth annual meeting then came up, and call of states was ordered to designate the city.

Kansas City Selected. Later on in his address Governor Crittenden said: "If I have wounded the feelings of any one by anything I have said, it is only the loving chastisement of the father for his child. Come to Kansas 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."

Resolutions Are Adopted. Chairman Fleming, from the resolutions committee, then presented the condensed report of his committee, which was finally adopted with a few minor alterations. The resolutions passed follow: We, your committee on resolutions, having fully and carefully considered all resolutions referred to it, respectfully submit the following report:

Be It Resolved, By the Trans-Mississippi Commercial Congress, composed of representatives from the several states and territories between the Mississippi River and the Pacific Coast, at its 19th annual session, assembled in the City of Portland, Oregon, as follows: We earnestly 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.

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tion be immediately constructed on the Pacific 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 deplorable condition of the Pacific Coast and urge that Congress make the necessary appropriation to carry out the plans of the War Department for adequate coast fortifications.

The fundamental principle of the American Republic is that of self-government, and the right of American citizens should be deprived of that right. We therefore, recommend the early admission of all of the remaining territories, respectively, to the Union, and the maintenance of a territorial form of government for Alaska.

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of this great trans-Mississippi Empire opened to the world by these intrepid explorers, Lewis and Clark. This great country composed of 14 states and four territories, is a fine example of the progress of civilization and development, presenting a magnificent field for our efforts.

The subject of railroad control and the equalizing and adjusting of freight rates is receiving great interest and discussion at this time. The present Administration urged upon the necessity of some action looking to a remedy for these inequalities. There is a certain and sure way within the province of the people to supply the remedy and provide free and untrammeled means of transportation by improving their waterways and harbors and maintaining them open to navigation.

Members of the executive committee of the Trans-Mississippi Commercial Congress held a meeting yesterday afternoon and after electing Fred W. Fleming, of Kansas City, Mo., as chairman, elected the following committees: Congressional committee—Theodore R. Wilcox, Portland, chairman; Tom Richardson, Portland, vice-chairman; John H. Colquhoun, St. Paul, Minn.; Strain, Great Falls, Mont.; Edward S. Harris, Galveston, Tex.; H. P. Wood, San Diego, Cal.; Fred W. Fleming, Kansas City, Mo.; Edward Hunter, Des Moines, Ia.

There was considerable dissatisfaction with the resolution adopted by the Trans-Mississippi Commercial Congress on the question of interstate commerce, in which no demand was made for rigid enforcement of existing laws is deemed ridiculous in view of the fact that the body had previously gone on record favoring increased powers of the Interstate Commerce Commission. T. W. Tomlinson, secretary of the American Stock-growers' Association, expressed his disapproval of the resolution in no uncertain language last evening.

The resolution as passed by the 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 like a shot of lightning in the eyes of those who are not prepared to say what is a reasonable and an unreasonable rate and as the Commission, under the Supreme Court decision, has not that power, the public is without redress.

The American Stock-growers' Association is composed entirely of producers of livestock, and its membership and the consumers pay the traffic charges. Therefore we feel that we are more directly concerned and thoroughly justified in a demand for the creation of a tribunal where our interests would receive proper consideration, and we would make a strong plea for adequate purpose by other commercial interests that have obtained everything they desire in the form of special favors.

Secretary T. W. Tomlinson, of the American Stock-growers' Association, who has headquarters at Denver, presented a paper upon the "Livestock Interests of the Mountain Regions," and owing to the lack of time it was considered read and entered on record. Extracts from Mr. Tomlinson's very able paper follow: "For six years the livestock industry has been impeding Congress for practically the same reason, and President Roosevelt says it 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 be untrammelled and more radical measures will be the inevitable result; for we know how the American Stock-growers' 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-Mississippi Congress at its last session endorsed the proposition to grant adequate power to the Interstate Commerce Commission and I hope it will again forcibly express its opinion by suitable action. May I hope further, that the problem of international trade relations, sometimes called 'reciprocity,' will receive your indorsement and support?"

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CONGRESS SEEN

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 19th 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 amendments to the naval appropriations bill had been introduced in the Federal Congress to provide for the building of battleships on the Pacific Coast at a cost not exceeding 4 per cent above the lowest accepted bid for the construction of such vessels on the Atlantic Coast, but that these amendments had always been defeated.

The Pacific Coast shipbuilder pays about 10 per cent more for his material than the Eastern shipbuilder because of freight on steel, and in a ship the size of the Nebraska this is 15,000,000 pounds, making the extra cost of such a vessel built on the coast about \$185,000. The contract price of the Nebraska is \$1,725,000, which was awarded under the 4 per cent differential clause, being in this case \$185,000 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 \$1,500,000 to build such a vessel from New York or Seattle, so the extra cost of a \$185,000 battleship is about 1 per cent.

Record of the Oregon. "The glorious record of the immortal Oregon, the bulwark of the American Navy, has shown that the navy and the nation has not lost anything by awarding contracts to the Pacific Coast, for, as the chief constructor of the Navy said after examining the Oregon freshly returned from her memorable fight at San Diego, 'they know how to build ships out there.'"

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 Brady, of Alaska. He told of the magnificent development of our northernmost possessions in the past few years. He referred to the magnificent timber resources of that great territory and made a strong plea for adequate appropriations and recognition of the territory as a state as early a date as possible. Mr. Kemp was such a diffident and what please speaks eloquently that he could not allow him to conclude. When Governor Brady selected Mr. Kemp to represent Alaska he certainly made no mistake and it is regrettable that he could not arrive earlier in the proceedings of the congress.

New Officers Felicitous. Colonel H. D. Loveland, of San Francisco, first vice-president, thanked the congress 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 Industries" which will be published in the name of President Francis. Colonel Loveland was most pleasing in his manner and was frequently heartily applauded.

Secretary James F. Calhoun, of the American Mining Congress, called special attention to the Immigration Congress, which is to meet in Denver, and urged united action 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 comrade of John Brown, of Ossawatimbe, moved a vote of thanks to the officers of the congress, the press of the City of Portland and all who had assisted in making the meeting a grand success. His motion carried unanimously.

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 relics 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.

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