

MUST UNITE FOR STATE'S WELFARE

SECRETARY OF THE MANUFACTURERS' ASSOCIATION SAYS PORTLAND AND OREGON MUST HAVE UNIFICATION OF EFFORT FOR PROMOTION OF INTERESTS.

Popular Function of the Organization He Represents Must Be Preserved in Any Scheme of Combination of Commercial Bodies—Agitation by The Journal, Says He, Has Accomplished Great Good.

"To develop the industrial enterprises of Portland and Oregon, to induce capital to come here from the East and establish factories, to enlist the support of local moneyed men in such projects, and before everything else, to inculcate in our people loyalty towards home manufactures, are the objects of the Manufacturers' Association."

So, C. H. McLean, secretary of the association, expressed the character of the work successfully done by the allied manufacturers of this city. Discussing the proposition to effect a closer unity of effort by Portland's commercial bodies, as treated at length by numerous persons in Journal interviews, Secretary McLean said:

"The need of complete utilization of the means of promotion and exploitation is apparent on every hand. In the first place, the city has suffered from somewhat of lethargy in the past, and, in the second place, from scattering of efforts. To bring to pass a regime that will save double expenditure and will not work across purposes, would be to insure a maximum of result for a given quantity of effort. And, such an achievement would be to enable Portland and Oregon to forge ahead with marvelous rapidity."

"Great things await the proper forwarding of the city and state. Unlimited progress may be accomplished. Vast resources lie ready at hand for uses of industry. Opportunities are here that would be eagerly grasped by capitalists who now live in the East, and who must be content with a return of 1 1/2 to 2 per cent upon their investments. Oregon seems to these chances, and it is necessary only to bring them to the notice of Easterners to induce them to come here to expend their money and to make their homes."

"Then, too, in the East, Middle West and South, are thousands of persons who are anxious to find just the things that Oregon and Portland now are offering—lands for settlement, farms improved and unimproved, orchards, stock ranges, mines, timber, fisheries, everything that goes to make up the sum total of industrial activity here in this state."

"Problem Is Economical. The problem is to tell these people what we have exactly as modern merchants inform their customers concerning the character of the goods they carry. The problem also is to expend only so much money and effort in telling them as is necessary. The movement for the closer relationship between the various bodies that attempt these things is commendable."

"It is the question of the times as applied to big railroad enterprises—elimination of useless machinery, saving in the expense of operation."

"Just how to effect this desired end, is not clear to me. Our Manufacturers' Association serves a peculiar mission. It applies itself only to industrial matters, to securing new enterprises, to getting men here from the East who have money and experience in a certain line of manufacturing, to inducing our local capitalists to render assistance to concerns that need help, and to securing cash contributions to such end. We raised \$15,000 for the Doernbecher furniture factory, we have secured a new concern for the manufacture of brass goods, and these are but few of the many institutions that have come to Portland directly through our efforts."

"Ours is a work of peculiar character, as distinguished from that attempted by other commercial bodies. Were it joined with the others, it would be necessary to provide for a distinct department at the head of which would be a man competent to handle such matters. He must be a man who can hold the confidence of the people who are interested in manufacturing on a large scale. He must not be a mere boy, inexperienced in work of this nature."

"In short, any movement for the union of the commercial bodies would have to provide for the enforcement of the ideas which we set forth in our letter to manufacturers recently, which was to this effect:

Idea of the Manufacturers. "We beg to call to your attention the work of this association in promoting home industry by encouraging the purchasing of Oregon products and manufactures, and the fostering, protecting and upbuilding of the manufacturing and producing industries of the state of Oregon. Its object is one that every citizen of the state can endorse, and one that every patriotic citizen should be in sympathy with. There is no good reason why it should not have support of not only every manufacturer and producer of the state, but every loyal citizen as well. Its work covers a vast field. It is designed not only to revive weaving industries, but to endeavor to create others which may be profitably established in this state, with its vast natural resources."

"Each resident consumer should be educated to understand and know the advantages to his neighbor as well as to himself of patronizing home industries, and that each individual demand for an article made within the state brings the manufacturer one step nearer to that point where, by the increased output, he is enabled to defy foreign competition. It must be clearly known to all that the employment of each additional laborer provides new circulation of money and an increased demand for farm and factory products, and increased business for the retailer."

"To you as a manufacturer, we cordially extend an invitation to become a member of this association, not only thereby assisting in the objects of the organization, but helping yourself very materially through the publicity that you will obtain in our methods of advertising."

"Let me say, however, that the agitation of the question is a good thing for the city and state. It will concentrate attention upon the crying needs of the situation, and compel the concession that we have not yet come quite near enough to a maximum of result for a given amount of effort. Keep up the agitation, and your paper will accomplish something substantial for the advancement of our public interests."

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FORESTRY CHIEF TO SPEAK IN PORTLAND

Gifford Pinchot, Head of Forestry Bureau, Will Address Commercial and Other Clubs October 6—Has Direct Information.

Gifford Pinchot, chief of the forestry bureau of the agricultural department, is to speak in Portland on the evening of October 6 at the rooms of the chamber of commerce. Invitations have been issued to many citizens and to all other commercial bodies. The invitation reads: "Members of the Oregon congressional delegation will attend the meeting, and it is asked that the attendance be general of all who have interest in the subject to be treated by Mr. Pinchot."

It is felt that at this time no theme holds so important relationship to the public interests of the West, particularly of Oregon, than the question of forests and their handling by the federal government. Mr. Pinchot represents a department that has had much to do with the settlement of matters relating to this issue, and has information on the subject that comes directly from headquarters. He will probably speak in Tacoma on the evening of October 5, coming from there to Portland. Senator Fulton will probably be present at that time, unless his preparations for going East prevent. He has expected to leave with Mrs. Fulton on October 10, arriving in Washington on about the 20th, stopping en route. It is also hoped that Representatives Williamson and Hermann can attend.

In Chicago. From the Smart Set. Miss Smythe—Oh, I had such a lovely time yesterday! I went to Celia's silver wedding, and— Miss Tomkins—Why, she hasn't been married anything like 25 years. Miss Smythe—No, dear, 25 times.

A Query. From the Yonkers Statesman. The Professor—I see that the fluctuation of the light in Nova Genimior is often as much as half a magnitude in 24 hours, like that of Nova Persei No. 2. The Student—Well, won't the gas company take any steps to correct it?

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NEHALEM LOG ROAD WOULD MAKE MONEY

MR. ELWOOD, HEAVY FIBER OWNER, PRESENTS FACTS AS TO TONNAGE OFFERED BY SIX TOWNSHIPS ALONE IN THAT SECTION OF THE STATE.

Figures 4,140,000,000 Feet of Lumber That Could Profitably Pay \$1 per 1,000, or a Total of \$4,140,000, While the Road Could Be Built for \$1,500,000—Land There Is Excellent for Livestock and Farming After Cleared.

James Elwood, representing powerful Eastern concerns owning much timber in Oregon, believes a railroad running from Portland to the Nehalem river would have enough lumber or log tonnage alone to make it a profitable investment. He figures on the basis of about \$1,500,000 cost of construction that log tonnage amounting to \$4,140,000 can be secured in six townships alone, out of the much larger extent of timber country such a road would tap.

"Besides that," said Mr. Elwood today, "the Nehalem country will not be impoverished by cutting the timber, for the land will be immediately available for the uses of livestock and farming so soon as the trees have been removed, and be worth \$5 to \$10 an acre."

"I have gone to the trouble of getting some figures on the necessary expense of building such a road, and submit this statement as one likely to appeal to men who have money to invest in such an enterprise. "The first 40 miles from Portland to Pittsburg on the Nehalem river could be built for \$25,000 a mile, or a total of \$1,000,000. Forty miles additional should be built, in two branches, one via Rock creek, and one down the Nehalem for 10 miles. These 40 miles would cost \$10,000 a mile, or \$400,000 added to the \$1,000,000, making \$1,400,000 in all; or, say, \$1,500,000 for the road complete."

Amount of Tonnage in Sight. "As to the quantity of tonnage in sight for such a road, presume we take only six townships from the big extent of country that would be tapped, and presume we assign 30,000 feet of lumber to the acre. We would have a tonnage from these six townships of 30,000 feet per acre from 138,000 acres, or 4,140,000,000 feet. A matter of fact, 30,000 feet to the acre is a most conservative estimate. Probably 60,000 would come nearer the truth. But, taking the 30,000 feet per acre basis, we have the astonishing total of 4,140,000,000 feet as the tonnage from logs alone from only six townships out of several times that area."

"This log tonnage would pay \$1 per 1,000 feet freight to Portland from the Nehalem. The stumpage cost originally 25 cents per 1,000 as it stands. It would cost \$2 per 1,000 to log and car the stuff, which would lay down logs in Portland costing \$4.25 per 1,000 at the mills here."

Portland Needs the Logs. "Portland mills need these logs. Only one mill in Portland owns its stumpage. All of the others buy their logs from individual or company loggers. They have paid and, under present conditions, must continue to pay, more than \$4.25 per 1,000 for their logs. "At \$1 per 1,000 freight for these logs, the road that ran to the Nehalem river would have from these six townships alone \$4,140,000 of freight money on the 4,140,000,000 feet of timber."

"Just as fast as the trees were cleared the farmer and livestock breeder would take the lands for their uses. It is a paradise for livestock. Winter and summer alike the animals live without artificial shelter, with abundant grasses upon which to feed. The demand for land for pasturing is increasing, and the increasing for pastoral lands and farms would bring about rapid occupancy of those lands from which the timber had been cut, and would keep tonnage coming and going permanently."

"Portland has the best lumber market north from San Francisco. From this point the lower grades of lumber can be sold to best advantage, and the other qualities find just the same market that bids for lumber from any other part."

"But Portland mills must get new supplies of logs, and the Nehalem road of which I speak would supply them at living prices for logger, railroad and mill man."

"The investment of \$1,500,000 in such an enterprise, in my opinion, would bring assured returns. The lumber tonnage alone on the small area of which I spoke would make the road profitable. "You will understand that I have gone on the most conservative basis in giving these lumber tonnage figures. The country tapped is much more extensive than six townships and the quantity per acre is much more on the average than 30,000 feet. So that any capitalist who looks into the proposition will find the facts even more alluring than those I have here presented."

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EASTERNERS WISH TO HEAR OF OREGON

Board of Trade Secretary Is Kept Busy Answering Inquiries From the East—Travelers Spread State's Fame.

Secretary Max M. Shillock of the board of trade has been busy today sending out literature descriptive of Oregon, to persons in the East whose names were handed to him by Mrs. George H. Wemple. Mrs. Wemple set an excellent example to Oregon people who visit the East, by putting in her time industriously talking of the beauties of scenery and limitless resources of her state, and succeeded in interesting scores of persons in this region. She carefully noted the names of all who evinced interest in Oregon, and brought them home to give to Secretary Shillock.

"We send out an immense quantity of literature," said Mr. Shillock today, "and the demand is almost beyond our ability to supply it. Oregon needs a finely printed booklet worthy to be placed beside those that are sent out from other western states, and which will convey a favorable impression to easterners. The expense of such a work would be large, and more unity of action in promoting Portland and Oregon would contribute toward the lessening of the expense and would obtain better results."

"The curiosity of easterners regarding this state and city is surprising. From everywhere comes requests for literature, and there is a disposition to believe the representations made in the printed matter we send out. Mrs. Wemple informs me that so deep was the interest in Oregon, that she was sent for by people 50 miles away from the town where she was stopping, to tell them about the country."

SUNDAY CLOSING LAW QUESTIONED IN TACOMA

(Journal Special Service.)

Tacoma, Oct. 1.—The arrest of Seventh Day Adventist in this city for keeping his barber shop open on Sunday has aroused interest throughout the state regarding the Sunday closing act passed by the last legislature at the demand of the journeymen barbers' union of the state.

The bill prohibiting hair cutting or shaving in shops on Sunday was passed after long lobbying and considerable opposition. The charge is made that the law is class legislation and a sharp fight will be made to declare it unconstitutional. Two Tacoma barbers were arrested here at the same time and one of them, the Seventh Day Adventist, will make a test case, threatening to carry the suit to the supreme court, if necessary. The other barber charged with violation of the state statute was proprietor of the shop in the Tacoma hotel, which was kept open on Sunday in defiance of the union before the passage of the new law and which was kept running Sundays until the arrest of the proprietor.

Some Hard Lines. But the defense to be put forward by the Seventh Day Adventist will be different from any so far urged against the law, which was passed on the basis of closing Saturday, in fact, from sundown Friday night to sundown Saturday night, keeping open Saturday evening, when the big rush for shaves and haircuts is usually on, and remaining open Sunday, when all other shops in the city were closed. Now in order to be consistent, he is obliged to remain closed Saturday as before, and Sunday also. Therefore he is hurrying his case. He claims the right to his own religious ideas and says the state has no right to interfere with his Sabbath.

A barber arrested in Spokane for keeping open Sunday was convicted in the municipal court, carried his case to the superior court of Spokane county, where the law was sustained, and then to the supreme court. Before going to trial, however, he withdrew his case and paid his fine. It is charged that he was bought off by the barbers, who fear the law may be declared unconstitutional.

No Mutiny on Chilean Bark. Capt. Polisset of the Chilean bark Antoinette, which has arrived in port, denies the story circulated from Port Townsend to the effect that there was mutiny on board on the passage up from Lillooet. The master of the vessel says that when he left the Chilean port, as is often the case, part of his crew were drunk. A row in which knives were used resulted, but no one was injured seriously. After the sailors sobered up they settled down to work. The captain had his wife and three children with him.

Hold Up Young Man and Girl. Young Joe Barker of Puyallup was held up night before last while escorting a young woman home from a party. The robber went through his pockets, securing about \$10 and using obscene language while doing his work. He kept the boy covered by a gun all the time. In throwing up his hands Barker threw his gold watch into the ditch beside the road without attracting the man's attention and recovered it the next day.

RATE WAR OVER BUT TIME IS REDUCED

October 5 the special passenger rate of \$8 between Chicago and St. Paul, caused by the time-schedule war on between the Chicago and St. Paul lines into the Windy City, will go out of effect and the old rate of \$11.50 will be resumed. Speaking of this rate war of the past two months, H. S. Rowe, agent for the Chicago, Milwaukee & St. Paul, said:

"The differences between the railways have been the means of reducing the time between the two cities from about 13 hours to 11 and 12 hours. The fight started over the attempt to shorten the time, and all seven of the lines plying between the two cities were obliged to cut rates or reduce the time."

Lines affected by the war are the Chicago, Milwaukee & St. Paul; the Chicago, Burlington & Quincy; the Chicago, Milwaukee & St. Paul & Omaha; the Great Western, the Wisconsin Central, the Rock Island and the Illinois Central. The reduced rate of \$8 has been in effect since August 5.

DURDEN FALLS' ENGLISH MASSES

M. W. WALTON, A PROMINENT LONDON MANUFACTURER, STATES WHY HE OPPOSES CHAMBERLAIN'S COLONIAL PREFERENTIAL TARIFF PROPOSALS.

Britisher Visits Portland en Route Through United States Studying This Country's Economic Conditions—The ex-Secretary's Plan Will Fail, He Says, Unless He Achieves Success by Reason of His Strong Personality.

"Joe Chamberlain's policy of a preferential tariff for the English colonies does not suit me," said M. W. Walton of London, who is touring the Pacific coast and who was here last night, en route to the South from Puget Sound. He came with the expectation of remaining in Portland a few days, but took the Southern Pacific train for the South last night upon receipt of telegraphic summons to join his party in San Francisco. He is a manufacturer of iron wares in England, and is looking over the United States to study the economic and industrial conditions.

"The recent by-elections in the home country have not supported Mr. Chamberlain in his proposal. I believe that the English people are against his plan. It might make a vast difference were he to throw into the combat his strong personality, a personality that is exceedingly magnetic and able to accomplish wonders with the English voters. But, at this time, he has not much of a following that approve of his plan."

World Benefits Only the Landlord. "In my opinion, Chamberlain's colonial tariff preferential would serve only to benefit the landlord, leaving the workman to bear the burden. It won't fall upon the manufacturer, because he always figures a given return upon his investment."

"The fact is, that preferential tariff would merely raise prices for food-stuffs and goods manufactured, and not raise the wages of the laborer. It would compel the whole system of industry to pay excessive tolls to the landlord, who alone would reap the fruits of higher prices all around."

"That is what the tariff system in the United States has done, as I believe, and it would do for England what it did for America, increase the burden upon the masses by raising prices of what they must buy without raising prices in proportion to what they receive."

Affects Coast Cereals. "But American interest in the matter arises from what would be the inevitable lessening of the return the Pacific coast farmer would receive for his wheat shipped to Liverpool, for one of the cardinal principles in the Chamberlain proposal is a tariff upon imported breadstuffs from foreign countries."

KENTUCKY FEUDISTS FIND NEW PASTURES

Famous Hatfield Family Pass Through Spokane En Route to Western Washington, Where They Will Try and Forget.

(Journal Special Service.)

Spokane, Oct. 1.—The Spokesman-Review had a man down to the depot the other day for the purpose of interviewing the famous Hatfield family, who passed through on route to Western Washington. The Hatfields, the famous Kentucky feudists, whose battles with members of the McCoy family have filled pages of the bloody history of their native state, are now residents of Washington. They passed through Spokane the other day in a Great Northern tourist car en route to the coast. They have purchased lands near Chehalis, Wash., where they will make their future home.

A man of tall, well-built man is the elder Hatfield, and as he walked up and down the depot platform his alertness of step and keenness of eye made him a conspicuous figure. "Watch the little ones, mother," he said to an elderly woman in the party. "We are going on the train now."

And adding his action to the word, he gathered up a bundle of traveling paraphernalia that would have weighed down a much younger man and strode forward. Sturdy People. Following in wake were the younger Hatfields, all sturdy men, women and children, whose numbers would have attracted attention even had their identity not been known.

Time there was when a Hatfield fought a McCoy with a rifle in hand and a McCoy returned the compliment, their vengeance whetted by memories of sons shot down in ambush, relatives killed and property destroyed, but that is all over now.

Cupid settled it all. A Hatfield fell in love with a McCoy, a reconciliation followed between the survivors of the two families, and the gnawing memories of the past were forgotten.

It was the elder Hatfield, William A. Hatfield he signs himself, his four boys, among them one married to a McCoy, their wives and their children who passed through Spokane.

Kentucky was the original home of the Hatfields, and it was here that the feud which is responsible for the loss of so many lives first began, but of late the Hatfields have been living in West Virginia.

Impressed with the stories of the riches of the great West, Hatfield investigated, and his presence here was the result.



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LATE DEVELOPMENTS OF BOODLE INQUIRY

(Journal Special Service.) St. Louis, Oct. 1.—The baking-powder scandal, which has called the attention of the whole country for many months, and which in its working out has involved several prominent politicians and business men, has not yet subsided. The latest developments are contained in the following circular letter sent to members of the American Baking-Powder Association by its secretary, A. C. Morrison:

"New York, Sept. 25.—Members of the American Baking-Powder Association—Gentlemen: The developments in the boodle inquiry in Missouri since my last communication have been toward the exposure of the corruption of the 1903 session. As is well known, the indictments which have been found against several senators, Kelley and others have all been based upon the transactions involving bribery and corruption during the 1901 session. As the members are well aware, the distribution of money by our enemies was more free during the 1903 session and more venal than during the session of 1901.

"It therefore appears that more startling developments than those already disclosed are likely in the near future. "The trials of the several senators having been postponed until November 2, the actual court evidence against them will not be available until that time. The grand jury has been in session and will meet between now and the time of the trials, and a great many facts are likely to be developed."

Kelley Still Talking. "Mr. Kelley is still in Canada, and seems to be inclined to talk a good deal. He is quoted as saying that he knows Mr. Ziegler, that he visits his office, and that he has done some work for him."

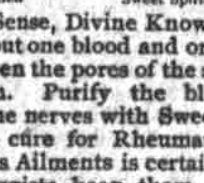
"He says that Ziegler is not his backer, because he owns some stock himself in the Royal Baking-Powder Company. He is quoted as saying that the Royal Baking-Powder Company has never contributed a dollar to the National Health Society. Kelley says that he paid Stone for writing the speech which Stone was to deliver before the committee on criminal jurisprudence in Missouri, 1901 session. Stone says that he was employed by the baking-powder trust."

"Taking it all together, matters are getting closer and closer to the complete exposure of all those connected with the Missouri attacks upon us. "Yours very truly, "A. C. MORRISON, "Secretary-Treasurer."



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