

FOR GOOD OF THE WEST

(Continued from Page One)

Just transportation rates. "Liberal government aid for river navigation." "Commercial supremacy of the American republic in the Pacific ocean."

The session was called to order by Rufus P. Jennings, secretary of the California Promotion committee, who is chairman of the executive committee of the congress, and Rev. J. W. Brougher gave an invocation. Mr. Jennings then introduced Theodore B. Wilcox, president, who delivered his annual address, offering the hospitality of Portland, thanking the congress for the honor of election to the chief office, and discussing with force and directness the problem of the development of the great west. Mr. Wilcox said:

President Wilcox's Address. "Mr. Chairman, Fellow Members of the Congress, Ladies and Gentlemen: Owing to my inability to be with you in St. Louis last October, this is my first opportunity to express to our members my grateful appreciation of the great personal honor you then conferred on me by electing me president of this congress. And yet, I feel that it was done more as an honor and distinction to the state of Oregon and the city of Portland than to me."

The Trans-Mississippi region, representing two thirds of the territory covered by the United States, nevertheless lies farthest from those points where our ancestors first landed on the shores of America. Westward from New England through the mountains more than two centuries, immigration has continually moved, until the early west has become the east, and only the territory beyond the Mississippi remains the west.

For the improvement of our waterways, for good land and mining laws, for irrigation, for the development of our stock interests, for the isthmian canal, for oriental markets, for statehood for our territories, and a complete territorial government for Alaska; for all these things we need the assistance of the people of our particular states or sections, and to make the Trans-Mississippi region as a whole great in wealth and influence, as it is in territorial extent."

Work Already Done. "In the early days of your organization, one of the principal objects of your efforts was improved waterways in the west. By your combined influences you have long ago given the city of Gaston government aid to produce a deep water harbor, which by shortening and cheapening the route from the middle west to the markets of the world has produced lower freight rates and greater profits to producers, until Galveston stands third in the list of ports in the United States. You have afforded a waterway to the Gulf for a great portion of the state of Texas, formerly limited to the mercies of a railroad. You have improved the Mississippi and its

great port at New Orleans, and procured a deep water harbor at San Pedro, California; and gentlemen, with your help, we shall deepen the lower river and the mouth of the Columbia for vessels of modern type, and open its upper reaches to unobstructed navigation, just as far into the interior as there is water to float a flat-bottomed boat, or there is a lot of produce paying a railroad two prices for its transportation.

Irrigation a Sublime Achievement. "The reclamation of our arid lands has always been one of the principal topics to engage the attention of this body. It has inspired and aided in placing upon our statute books the irrigation law, which in its fulfillment will be our country's crowning glory. To take the waste parts of the earth and subdue them to man's uses and benefit, to make the blades of grass to grow where nothing grew before, to make something out of nothing, this is almost creation, a sublime achievement. But the limitations of the subject has been recognized, and a separate body similar to this in organization has been established for its special care and furtherance.

"Another topic which will occupy our attention is Alaska, which has proved a wise and profitable investment to our people. She needs our influence and our help, and I bespeak your favorable consideration of her wishes. "I cannot pass to my closing without referring to this beautiful fair, placed here by the lakeside, among the green hills, looking out upon those grand old snow-capped mountains. They are great stretches of river and landscape, not alone to commemorate the achievements of the past, but to stimulate our people to new and greater endeavor in the future; and while it stands as a monument to Lewis and Clark, and all those later pioneers who utilized their discovery, it stands equally as a monument to the public spirit and progressive nature of the west."

Forest Factor at Washington. "The members of this congress, who have for 15 years labored and traveled without compensation or emolument, know that their recommendations have been a potent factor in much of the legislation which has emanated from the material welfare and advancement of the west."

"But there is more to do yet, more to be sought and obtained, and this Trans-Mississippi Commercial congress, representing 30,000,000 of our people, must continue its work. Its existence depends on the devotion of public spirited citizens, who are banded together for mutual benefit by every fair, just and honorable means in their power."

Governor Chamberlain welcomed the delegates for the state of Oregon and took advantage of the opportunity to speak his sentiments on the Chinese question and the need for insistence upon greater control by the federal government in reclaiming the arid lands of this region. He said in part: "Until the Trans-Mississippi congress made its appearance as a factor for good in the development of the west and south, there was a lack of unity and of purpose among those who represented us in the halls of congress, as well as in commercial and other bodies which had for their object the development of each particular section; but now each of the states embraced within the territory from which delegates to this congress come makes common cause, and all have found that acting unitedly everything is possible and easy of accomplishment. That which goes to the making of a richer country, a happier and a more prosperous people."

"But much remains yet to be done, and some things to be guarded against. In the first category, attention to the tardiness with which the federal government is being reclaimed, and in doing this I do not mean to be understood as claiming that the officials in charge of the reclamation service are doing nothing. I realize fully the difficulties which they encounter in the prosecution of these great government works, because of the fact that there are innumerable conflicting private interests which have to be reconciled, and other obstacles which try the patience and retard the work. But I feel that works which have been undertaken, in this state at least, and possibly in other states, where I am not so familiar with conditions, ought to have been pushed to completion with greater rapidity than has been the case."

"I fear that this is occasioned either by too much red tape in the departments at Washington or by a lack of appreciation on the part of the officials having these works in charge of the importance to the people of speedy consummation. I believe that if your congress would call the attention of those in authority to conditions as they exist it would result in more aggressive work and a speedy completion of many of the projects now under way."

"There are other matters of great public interest, such as appropriations for our rivers and harbors and for the construction of canals and natural regulators for freight rates for commerce from the inland empire to the sea, that ought to be taken up and considered by this congress, but it is impossible for me to retrace the long list of do-more-than-call attention to them."

"In the list of those things which ought to be guarded against and against which this congress should sound an alarm, the unrestricted immigration of Chinese to this coast. I know that China threatens a boycott against the

commerce of the United States unless more liberal laws than are now in force are enacted for the admission of their people to this country, and I know that there are those standing at the heads of some of our own commercial bodies who advocate the removal of the restrictions contained in the act of congress of 1902, upon this immigration; but I venture far to assert that in many cases the threatened boycott receives encouragement from men in this country who have personal interests to subserve, and much of the clamor here for Chinese immigration comes from those directly interested in exporting products to Chinese ports, constituting a small minority of the people of the coast."

Reform of Exclusion Laws. "I feel that the mass of the great majority of the people of the United States demand a rigid enforcement of the present law restricting the immigration of Chinese laborers, and if any amendment to that law is made it should be for greater restriction than now exists. Not only that; the reasons which demand the exclusion of the cheap labor of China from our shores demand the restriction of Japanese laborers as well, and of all oriental countries that send to our shores a class of people inferior to our own, and who, under the laws of the Almighty himself, cannot intermarry and assimilate with our own people with out their degradation and the lowering of the standard of civilization. Our friends from the east and from the south cannot fully appreciate the evils that will be wrought to our social and our industrial system by the unrestricted immigration of the cheap labor of oriental countries. They are not homebuilders; they cannot assimilate with us; they can live and accumulate money for transport to orient in a wage which our people cannot exist upon, and steps ought to be taken here and now to sound a warning against the enactment of any laws which shall make it harder to bring to this country of this country to earn their daily bread."

Governor Albert E. Mead of Washington indorsed what Governor Chamberlain had said, and laudably remarked that it might seem to the audience that he and Governor Chamberlain had been together when they wrote their speeches, because they were so much alike in thought. "In reference to the need of urging the government to hasten to apply the promised irrigation funds to the reclamation of lands in the Pacific northwest," said he, "we want something in evidence before us in the form of a statute of this country to earn their daily bread."

On the subject of Chinese immigration, Governor Mead said: "If we throw open our gates to Chinese immigration we pay too high a price for the upbuilding of our trade in the orient."

President Goodie greeted the congress for the exposition and without discussing economic questions, bade them welcome. Senator C. W. Fulton also refrained from taking up questions upon which there were differences of opinion, but gave a humorous address, in which he said that he would "iterate nothing but perpendicular facts," and then went on to say that when he received the summons to speak he was on the banks of the Nehalem river in the act of landing a nine-pound trout.

President H. M. Calk of the Commercial Club first extended a warm welcome and then passed to the discussion of problems that present themselves to the commercial welfare of the west. "Coolie labor shall never be permitted to degrade our American workmen," said he, moving what Governor Chamberlain had said. "Development and cooperation are the keynote of this congress," said he, "and we must do as the eastern cities and states have done—work together to induce congress to improve the waterways and harbors."

W. D. Wheelwright spoke for the chamber of commerce and added his welcome to those that had preceded. G. W. Allen, president of the board of trade, argued that, while the government should do what was necessary for the people, and the people should do as much as possible for themselves, yet inasmuch as the federal government controlled all navigable rivers during the long and the short seasons, and all harbors and all other authority therein, it was plainly the function of the sovereign power to assume the task of improving the waterways of the nation. "Vast Territory Without Railroad. Mr. Allen referred to the excuse given by the Harriman system in the policy of the Harriman system in the west, and showed that of the 59,000 square miles of Oregon 56,000 are without rail service. "We sympathize with the demand for control of the federal government," said he, "but here in this state we want first the building of lines where we may have rates of any kind. "Oregon demands only fair treatment, from railroads and government. Oregon wants branch lines constructed and irrigation enterprises set on foot by the officials at Washington to develop the resources of the northwest."

Governor Farber's response for California was a pleasing compliment to Oregon, to which he referred as "my state—Oregon." He assured the people of Portland that their hospitality was appreciated by every delegate. "The Pacific coast must adopt the motto of Kentucky—'United we stand; divided we fall,'" he said. "But permit me to refer to a subject that has been mentioned in previous addresses—dangers from immigration. We are told that the coast will suffer sorely from the influx of Chinese. Do not allow partisanship to blind vision nor heat of debate to dim our clarity of perception. Do not forget that the dangers from foreign immigration arise not alone on the shores of the Pacific; there are dangers lurking along the shores of the Atlantic, and they arise from the incoming of immigrants from certain countries in Europe and Africa."

General John W. Noble of Missouri, formerly secretary of the interior, responded to the welcoming addresses, relating how he almost came to the northwest many years ago, and barely escaped enrollment as a coast pioneer. Ex-Governor L. Bradford Prince of New Mexico and John T. Frost of Kansas also acknowledged the proffered hospitality of the Pacific northwest. Secretary Francis' report has been approved by the executive committee. It shows that \$575 has been received from permanent memberships and \$69.90 from other sources, a total of \$644.90 of which has been disbursed, leaving \$575.90. He recommends that the proceedings of the Seattle congress of 1903 be printed in the near future, having had 700 applications for copies, and that thereafter reliance be placed on personal pledges instead of state delegations for the revenues of congress.

In the past year the secretary has sent forth 24,960 pieces of literature, a compliment is paid to Portland business men and newspapers for assistance in preparing for this congress. Secretary Francis' report in part says: "Work before the National Congress. "Some time in the near future it is to be hoped that the finishing touches will be put upon a set of regulations, the aim of which shall be to such condition as to maintain a commissioner whose du-

HOW TO DESTROY GRAFT GERM

National Reformers Tell Civic Convention of Methods That Secure Clean Cities.

REFORM ORGANIZATION THE THEME TOMORROW

Attendance at Exposition Today Will Probably Be Greatest in Weeks—Large Crowds Attend Sessions of the Conference.

The attendance at the exposition today up to 11:30 o'clock was 8,702, an increase of 488 over the number of admissions at the same hour yesterday. This does not include the band of Elks, which began to arrive after the noon hour. If the weather remains clear the attendance today should run as high as 31,000. The admissions yesterday were 16,443.

Notwithstanding the strong counter attraction furnished by the Elks, there was a large crowd in the Auditorium at 2 o'clock this afternoon when William F. Woodward of Portland called to order the third session of the Lewis and Clark civic conference.

The general topic of the day was "Municipal Improvement, Esthetic and Practical." The features of the meeting was an address by John DeWitt Warner of New York on "Municipal Art." The forceful sayings of Mr. Warner proved of intense interest. An abstract of his remarks follows:

Municipal Art. "Art is that which makes 'fit.' Civic art, therefore, is that of so building a city as to serve and express its own beauty in the perfection of the useful. The old city was a camp, a church, and a court. The new one is a place to do business, of residence of those who do it, of resort for those attracted there."

"As to the site, the problem is always of more perfect adaptation by man of the provision God has made. As to plan it is frequently correction of ancestor's mistakes; and both genius and enterprise are needed if we are not to be children of our lack of foresight. The problem of city plan is broader than architect or landscape gardener alone can deal with. Commerce must be consulted; transport interests provided for; engineering problems met; all before adornment—though artists must crown the work, and should advise from the first."

"In transport, the first need is that of system, covering all factors. Then appreciation that streets, tunnels, bridges, waterways, are but parts of a common whole. As to beauty, here the most crying need is to drop the backdoor, junkyard treatment, and by park approaches and dignified stations to welcome the stranger and to please citizens."

"Air, water and light are of first importance. The aesthetic is incongruous with dirt. In any city with soft coal smudge, to clear its skies and clean its air is the first essential to beauty."

"The best grouping of public buildings into city centers, convenience and economy are served and dignity and beauty secured."

"Lead the World in Parks. "In parks we lead the world. Here again, system and variety are first essentials. New York's recreation piers will be to remain in Washington during the long and the short seasons, and all harbors and all other authority therein, it was plainly the function of the sovereign power to assume the task of improving the waterways of the nation."

"Two-Year Committee. "In connection with this most important work I would also recommend that the policy heretofore followed of appointing the congressional committee each year be changed so that in the future this most important adjunct to the congress continue for a period of two years, during the long and the short sessions of the national congress. The reason advanced for this change is the detriment of removing the members of one committee just as they become familiar with their duties and supplying their places by other persons not familiar with the work at hand. This has been done and that left undone which should be followed to its conclusion."

"By making this change the congressional committee would serve more effectively and with the expiration of their two years' term have a report to present that would show much improvement and at the same time the members of this committee would be more on an aid to the senators and representatives who are really desirous of securing all the information possible in their consideration of the measures brought before them in the committee rooms affecting the welfare of the Trans-Mississippi states and territories."

Tomorrow the program covers the subject of oriental commerce, and addresses will be heard by President Wilcox, Secretary Francis, Mayor of Seattle, James J. Hill of the Great Northern, F. B. Thurber of New York, H. W. Furlong of San Francisco, W. A. Kelley will speak of Alaska, and David R. Francis of St. Louis on the benefits of exportation. Major W. C. Langstaff on "The Columbia River."

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AUDITOR IGNORES

(Continued from Page One) Members of the commission have stated that all they desire is to get an order of the court on the matter and they are willing to abide by that decision. "Our New York experience has taught us that politicians are ready to help; and that the masses are more prompt to welcome public art than are the so-called cultured classes. History thus repeats itself, and to the people of public art in Greece and of the Italian renaissance the civil spirit of our people is adding a new art movement that bids fair to be most important of all. "When Saint John tried to describe Heaven, he did not borrow from Eden, but conceived of it as that city beautiful; and redemption is thus typified by civilization—civic art in its broadest sense." "The second speaker was Professor Charles Zueblin, who holds the chair of sociology in the University of Chicago. He spoke appealingly for the betterment of cities along practical lines. A general discussion closed the session, with Thomas G. Green, president of the Administration band furnished musical features for the afternoon. "Tomorrow's program will be as follows: Thomas G. Green, president; Principal address, "Municipal Progress and Ways and Means of Its Accomplishment." Clinton Rogers Woodruff, secretary of the National Municipal League; vice-president of the American Civic Association. Second address, Charles Zueblin, professor of sociology at Chicago university. Discussion led by A. L. Mills on general topic, "Organization of Leagues in New Cities."

EDUCATED JEWS WILL BE ADMITTED TO ASSEMBLY

(Journal Special Service.) St. Petersburg, Aug. 10.—As the result of pressure by American Jews, the ministers have decided to admit to the proposed national representative assembly Jews holding university degrees, also merchants and tradesmen, who will be freed from the usual restrictions placed upon Jews.

FORCED TO VACATE.

Goodyear Raincoat Company. Forced to vacate storeroom at 320 Washington street. Open for business Saturday morning at their new location, 172 Third street, between Morrison and Yamhill streets. 50,000 ladies' and gents' raincoats made up in the latest styles for the fall trade must be sacrificed at unheard-of prices. It is to be regretted that Portland is to lose from its increasing modern retail stores a concern such as the Goodyear Raincoat company. This firm has sold thousands of garments to fair visitors and the Portland public. Remember our new address on and after Saturday will be 173 Third street.

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Greatest Ocean Resort in the Pacific Northwest. VIA Astoria & Columbia River Railroad. THROUGH TRAINS—NO CHANGE. Leave Union Depot, daily..... 8:00 A. M. Arrive Gearhart Park..... 12:30 P. M. Arrive Seaside..... 1:30 P. M. Leave Seaside..... 5:00 P. M. Leave Gearhart Park..... 5:10 P. M. Arrive Portland..... 9:50 P. M. 4 1/2 HOURS ON THE SHORES OF THE GRAND PACIFIC OCEAN. This scenic route parallels the majestic Columbia for 100 miles, giving every advantage to see it in all its grandeur. Season round trip tickets..... \$4.00. Saturday round trip tickets, good two days..... \$2.50. Single seats in the parlor car 50 cents extra each way. For Information Apply 248 Alder St. C. A. STEWART, Agent. J. C. MAYO, G. P. A. Phone Main 906.

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