

OREGON'S FUTURE DISCUSSED BY ENTHUSIASTS FROM MANY TOWNS

(Special Dispatch to The Journal.) Albany, Or., Jan. 25.—At 9 o'clock this morning the sixth convention of the Willamette Development League opened its second and last day a session in the Linn county courthouse. The big crowd of yesterday has been increased by many visitors and delegates from other valley towns until the big room was well filled with enthusiasts.

The first speaker this morning was Paul Shoup, who told of the big things contemplated by the railroads for Oregon. Today's program was marred on account of the inability of several of the speakers to be present who were scheduled. Those not appearing were John H. McNary, Salem; J. C. Hartler, Dallas; B. E. Jones, Independence, and Peter Loggie of Coos.

Paul Shoup talks "What the Harriman System is Planning for Oregon" was the topic chosen by Paul Shoup, assistant general freight agent of the Southern Pacific company of Portland. In part he spoke as follows: "Oregon is a wilderness, but a wilderness of undeveloped resources. The railroads have run around it and through part of it and the inhabitants here and there have uncovered a part of its wealth.

"During the next two years the transportation lines will demonstrate with great activity their belief in Oregon and more especially in the future of man lines a fair share will be assigned to the Southern Pacific lines in Oregon. Of the proposition of 40 heavy locomotives purchased this year 20 will be in use between Ashland and Portland before next winter. The average weight of these engines with tenders is about 175 tons. They will be delivered by rail to Coos bay before a great while, but also to join you in an excursion up over the Cascades into the heart of Oregon—and how much farther we will ascertain later.

Harry S. Westbrook Oregon. The majority of you are familiar with the work that the Willamette and the Southern Pacific company are undertaking in this direction. Briefly, I may say that the appropriations made by our lines for development of railroads in Oregon and that part of the Columbia river basin which geographically belongs to Oregon already aggregate nearly \$12,000,000 for expenditure within the next two years, and the end is not yet.

"As yet the Willamette valley has seen but little of this improvement work, but the beehive will be transferred to your section this spring and summer. Our improvement work along this main line from Cottage Grove to Portland will require a force of about 2,500 men and will mean at least \$1,000,000 of wages to be spent in the Willamette valley before Christmas, beyond and above the regular Southern Pacific payroll.

"Coinciding with this transformation of the Southern Pacific main line will be a change in the service to correspond. Of the 40 miles of new freight cars ordered this season by the Harri-

SUFFERED FROM A SERIOUS LONG STANDING THROAT TROUBLE

Had an Extremely Hard Cough Consulting Physicians With No Permanent Result.

No secret society in the world stands higher in noble aims and suggestions, or accomplishes than the Knights of Pythias. That Order is doing great good, and one of its finest institutions is the Ohio Pythian Home, at Springfield, Ohio, which is ably presided over by Superintendent Le Fevre and his wife, Mrs. Callie I. Le Fevre, the matron. The latter has recently written a letter, which will command widespread attention because of the prominence of the writer. It is as follows: Last year I used Dr. Acker's English Remedy at the suggestion of a friend, for a serious, long standing throat difficulty and extremely hard cough. Had three bottles without relief. I can honestly say that Dr. Acker's English Remedy removed the difficulty and stopped the cough. I did not purchase or use more than three bottles, and at least one-half of the last is still on hand. I also consulted physicians with no permanent result. (Signed) Callie I. Le Fevre.

Be sure to ask for DR. ACKER'S ENGLISH REMEDY For the Cough. All Druggists 66¢, 50¢, 31¢.

Leaguers in Session at Albany Talk of Resources and Early Development.

WANT TROLLEY LINE TO PORTLAND FROM SOUTH

Paul Shoup Tells Big Assemblage of Many Things That Harriman System is Planning—Other Speakers Dilate on Prospects and Ask Help.

Paul Shoup talks "What the Harriman System is Planning for Oregon" was the topic chosen by Paul Shoup, assistant general freight agent of the Southern Pacific company of Portland. In part he spoke as follows:

"Oregon is a wilderness, but a wilderness of undeveloped resources. The railroads have run around it and through part of it and the inhabitants here and there have uncovered a part of its wealth. "During the next two years the transportation lines will demonstrate with great activity their belief in Oregon and more especially in the future of man lines a fair share will be assigned to the Southern Pacific lines in Oregon. Of the proposition of 40 heavy locomotives purchased this year 20 will be in use between Ashland and Portland before next winter. The average weight of these engines with tenders is about 175 tons. They will be delivered by rail to Coos bay before a great while, but also to join you in an excursion up over the Cascades into the heart of Oregon—and how much farther we will ascertain later.

"Now with these great investments in western Oregon, we have a revenue problem to face, which is absolutely one of development alone. We cannot and must not increase our freight rates. We must increase our freight tonnage. This problem is yours as well as mine, because with more people, more intensive cultivation of land, more industries, not only will the value of your properties and your opportunities increase, but also the volume of freight that must be shipped up our end by transporting it free in lots of not exceeding 1,000 pounds to any one farmer."

Want Trolley Franchise. The evening session was held in the Albany opera-house, where a large assemblage gathered to listen to the various speakers at the evening before the program was taken up the following resolution was adopted amid great enthusiasm and a copy ordered telegraphed immediately to President Hope of the Portland chamber of commerce:

"Resolved, By the Willamette Valley Development League, now assembled in this city, composed of delegates from nine western counties, that we request favorable action upon said franchise, giving a competitive line entrance to your city; and be it further resolved, That any additional means of transportation will benefit Portland and western Oregon alike, and we consider withholding such franchise inimical to the business interests of this section."

Political Aspirations. The president of the league then asked that all those having political aspirations be kind enough to come to the platform. After much hesitancy, it being necessary to state their own by name, the following came forward and took their places on the stage: Prof. Withycombe of Corvallis, C. A. Johns of Baker City, T. E. Gear of Salem, all three hoping candidates for the position of governor. Walter Toose of Woodburn and State Labor Commissioner Hoff, although not a political aspirant, occupied a position on the stage.

Committee on Resolutions. A special committee consisting of F. E. Campbell of Cottage Grove, F. F. Cary of Salem and Walter Lyon of Independence.

The speakers at the evening session were J. K. Weatherford of Albany, Wallis Nash of Portland, F. J. Miller of Albany and Mayor Charles Grisson of McMinnville. Grant Corby of Woodburn, who was scheduled to speak on "A

Share and Most Effective. T. J. Chambers, Ed. Vinciator, Liberty, Texas, writes December 25, 1903: "With pleasure and unsolicited by you, I bear testimony to the curative power of Ballard's Honeydew Syrup. I have used it in my family and can cheerfully affirm it is the effective and best remedy for coughs and colds I have ever used." Sold by Woodard, Clarke & Co.

Ballard's Honeydew Syrup

involved the filling of the river and the safety and development of the entire community. Silvertown's Prosperity. F. S. Benn of Silvertown talks in part as follows: "In view of Silvertown's unprecedented prosperity of the last few years, I feel that I have been assigned to an exceedingly fertile field. I wish that I could do it justice. "We of Silvertown, in common with the citizens of the other valley towns and cities, feel the need of closer commercial relations with the various sections of this part of the state, and we believe there is no better way of attaining this end than through these boards of trade, centers of commerce and development leagues. "No town or city can long enjoy a lasting prosperity unless the surrounding country is capable of sustaining it. Thus it behooves us to not only encourage the growth of our towns and cities, but to devote much of our energy to the development of the country upon which the town or city depends for its prosperity. "At the late farmers of our vicinity have devoted much time and attention to the culture of hops, and in return the hop industry has brought much wealth to Silvertown. Within a radius of five miles of Silvertown there was raised this last year over 10,000 bales of hops. This represents one tenth of all of the hops grown in the state of Oregon, and one thirtieth of all the hops raised in the United States of America. During the year 1904 over \$400,000 was paid to the hop growers of the immediate vicinity of Silvertown. And, mind, this was all accomplished by the farmers within a radius of five miles of our city. "The production of potatoes and grain has been scarcely less phenomenal. Within this same territory there is produced annually 100,000 bushels of potatoes, 10,000 bushels of wheat and 100,000 bushels of oats. "In the matter of dairy products and stock raising the results are no less flattering. The little creamery, yet in its infancy, of our town brought more than \$15,000 for its product in the year 1904 from the sale of butter fat alone. And the value of stock shipped from Silvertown each year is conservatively estimated at \$40,000. "With us no year has been so productive of progress as the last one. And in the farming district adjacent to our town the advancement is no less apparent. The farm of 600 and 700 acres is rapidly disappearing, and the 40 and 50-acre tract is the last one. And the farmer is beginning to realize that diversified farming on a 40 or 50-acre tract brings the best returns on the amount of capital invested and labor performed. "In the matter of good roads, we have accomplished much, but still more remains to be done. Next in importance to railroads and electric lines in this matter of good wagon roads. The community will good roads will outrival its rival in settlement and business prosperity. "Our destiny is certain. Believing in cooperation we long for closer commercial relations with the other towns and cities of the Willamette valley. There should be no antagonism between the various sections of our state. Justice to each and all is possible, and we plead for the spirit that knows the interests and rights of every citizen. For after all we are building for a greater Oregon, as well as for a greater Portland, a Salem, an Albany or a Silvertown. Our aims and purposes are identical, our interests are mutual, and the best interests of each thereby help ourselves. Let us have equal and exact justice to all, a just distribution of the public burdens, strict economy in the public service, faith in our destiny and trust in the future of our state. "Grisson of McMinnville. Charles Grisson, mayor of McMinnville, spoke on "Civic Improvement and Who Gets the Bargain." In part he said: "The object of every man and woman's labor, may it be known to all, is to believe in the equality of sex) contribute according to his or her ability to the welfare of society. But poor industry and not let others enjoy the fruits of the utilitarian side at the expense and neglect of the ideal side, for, in their disregard of the ideal, that which represents art and beauty, they become angular and cramped, and though possessing the wealth of Rockefeller, their lives are barren and their hearts closed to the noblest impulses and aspirations. "Ours far has been the constructive period. Our vast country with its undeveloped resources needed and still needs development. In our eagerness and haste to develop our country, those towns and cities and railroads we have hardly had time to consider the aesthetic side of life. But now, is it not time that we should pay more serious attention to the ideal side? Therefore I would urge for public as well as private adornment. A public park not only adds to the adornment of a town but gives it a homelike effect and contributes to the comfort of its people. "Again, we spend large sums erecting costly public school buildings but as a rule neglect the school grounds, on most of which not a shrub, flower or plant is visible. "Admission of Visitors. "A space reserved for a garden would add not only to its beauty but afford our children a chance to do a little nature study, besides cultivating in them a taste and love for the beautiful. Let our lesser towns in Oregon emulate the example of Portland, which has called forth the admiration of private and public gardens and parks. "We are heavy exporters of raw products, the price of most of which is determined by the man at the other end, and likewise the market of the manufacturer east or in Europe. Hence it follows that we are held up at both ends; in other words, we have to sell for what we can get, and buy for what we want. 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