

SEEKING LANDS AT SILVERTON

Delegates and Visitors to Development League Learn for Their Homes.

MANY QUESTIONS OF IMPORTANCE DISCUSSED

Alaska's Enormous Trade Possibilities Subject of Talk by Paul Shoup and All Speakers Eager for Good Roads in Oregon.

(Special Dispatch to The Journal.)

George Cusiter, President Silverton Board of Trade.

at yesterday's session, including Governor Chamberlain, were not present at today's meeting, as business called them away yesterday afternoon and last night, Governor Chamberlain being scheduled to take part in the "See America First" meeting that convenes in Portland today.

The session this morning convened at 9 o'clock and lasted until 12 o'clock, the time being taken up with several addresses from prominent visiting delegates and general discussions of various subjects.

Charles Grison, mayor of McMinnville, speaks on "Civic Improvement and Who Gets the Bargain." The "Possibilities of Increasing Crops by Tile Drainage" was the theme of Gideon Stots of Salem. H. E. Theisen, secretary of the State Good Roads association, claimed the undivided attention of the big crowd of delegates and visitors when he announced his subject as "Engineering Problems in Country Road Building."

J. C. Baxter, of Dallas, president of the State Press association, spoke on "The State Press and Development," and George W. Weeks talked on "Development of Dairying."

Among the speakers at yesterday's session was Paul Shoup of the Harriman system, who took as his topic "Railroads Interest in Good Roads." In part Mr. Shoup said:

"There is perhaps no need of Oregon so great as that of good wagon roads. The government reports show the cost of teaming in Oregon to be 25 cents per ton per mile, which with good macadam roads and fair grades would be reduced to one third that amount."

"It was my hope to tell you here of some plans of the Southern Pacific to cooperate with you in the making of good wagon roads; but some ideas in connection therewith must first be given further consideration. I can say this to you now: In the transportation of crushed rock or other material for public roads we will make lower rates per ton per mile than on any other commodity. If any person or municipality or county will locate a good rock quarry on our line, or which can be reached by a switch, we will endeavor to make rates to move the product."

"A steamship line must tie Alaska and Oregon together, and no one is more interested than you producers of the Willamette valley. During the year ending June 30, 1905, Puget sound produced \$2 per cent, San Francisco 17 per cent and Oregon direct 1 per cent of the exports from the Pacific coast to Alaska. That must be changed."

"If the mines of Alaska in any measure fulfill their present promise, it will be but a few years till the demand for these Oregon products increase ten perhaps twentyfold, and a direct steamship line will then be a necessity, as indeed it should be made a necessity now. For of these products shipped almost entirely from Puget Sound the country

WORLD'S HEAD SORE

SHOULD ORGANIZE AND CHARTER STEAMSHIPS

Business Men Should Put Up Sums Varying From One Hundred to One Thousand Dollars, Says Correspondent, and Go After Trade.

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