

The Great Possibilities of Immigration

By A. F. Hofer.



One of the most important problems before the people of Oregon at this particular time is to anticipate the effects of the opening of the Panama Canal and to secure the best possible results from the standpoint of immigration.

Oregon is one of the most sparsely populated states in the Union and has more good lands still to be occupied and made to produce wealth than any other state. Whereas New York and Pennsylvania combined have less area than our state, they outstrip us in point of numbers by twenty-five to one. Their lands are no longer fertile as ours, and the average of waste land is fully as great as that of Oregon. These facts must make it apparent to the most casual observer that Oregon's greatest need is more people.

If we are to judge by the experience of Atlantic Coast States, the direct steamship communication which will follow the opening of the Canal will

bring to this Coast immigrants by the tens of thousands. It is also the experience of the eastern states that a large percentage of these is not of the most desirable class. Too many of them flock to the already congested sections, nor are they competent to go on to land and become producers. We do not want our western cities overrun with more undesirable. We do want our vast areas of vacant lands settled with thrifty producers.

It is therefore believed that in order to discourage the less desirable immigration and to encourage that which is needed, a campaign of education should be started at once by our state among the better class of Europeans who can be induced to come here, and not only improve their own condition, but become developers of our latent resources and producers of wealth for themselves and the commonwealth. In order to do this, and to compete successfully with other parts of the world such as South American countries, South Africa and Asiatic re-

gions, it will be necessary for the Pacific Coast to place attractively and truthfully information before the desirable people of over-crowded Europe in their own language and by co-operating with our foreign representatives. The other Coast States are already active in this work, and Oregon should no longer lag in the race for population and development.

The commercial organizations of Oregon have expended vast sums of money for the settlement and development of our state, but they cannot be asked or expected to assume this new burden, and the only hope Oregon has to keep pace with her neighbors will be for the state to provide funds to do the work. The details of just how this work should be done have been studied by the Board of Immigration, and while no definite plan has been outlined or proposed, they feel confident that some of the most effective results can be obtained by such an undertaking with a very reasonable expenditure of money.

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Leave Salem	10:00 A. M.	4:00 P. M.	6:30 A. M.	8:00 A. M.	8:55 A. M.	11:20 A. M.	2:00 P. M.	4:15 P. M.	5:50 P. M.	9:00 P. M.
Arrive Woodburn	10:37 A. M.	4:36 P. M.	7:16 A. M.	8:46 A. M.	9:56 A. M.	12:07 P. M.	2:41 P. M.	4:59 P. M.	6:36 P. M.	11:00 P. M.
" Portland	11:35 P. M.	5:35 P. M.	8:30 A. M.	10:00 A. M.	11:00 A. M.	1:20 P. M.	4:00 P. M.	6:20 P. M.	7:55 P. M.	

TRAINS TO ALBANY AND EUGENE

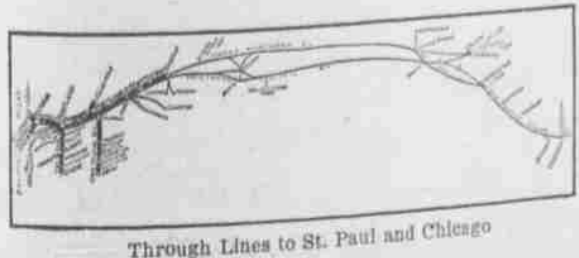
	LIMITED.				LOCAL.				
Leave Salem	10:10 A. M.	6:30 P. M.	2:05 A. M.	8:30 A. M.	1:00 P. M.	4:30 P. M.	8:15 P. M.	11:40 P. M.	
Arrive Albany	11:10 A. M.	7:30 P. M.	3:30 A. M.	9:40 A. M.	2:00 P. M.	5:30 P. M.	9:20 P. M.	12:40 A. M.	
" Harrisburg	12:01 P. M.	8:25 P. M.	7:02 A. M.	10:15 A. M.	6:45 P. M.	
" Junction City	12:09 P. M.	8:31 P. M.	7:11 A. M.	10:55 A. M.	6:55 P. M.	
" Eugene	12:40 P. M.	9:00 P. M.	7:50 A. M.	11:50 A. M.	7:30 P. M.	

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