NATIONAL RULE OVER RAILROADS

Knox Says Federal Regulation Has Come and Will Be Permanent.

NO MORE STOCK-WATERING

Senator Tells Magnates They Can Sell Securities if They Will Invest All Proceeds in Improvements Without Rake-off.

NEW YORK, April 22.—Senator Philander C. Knox addressed the Civic Forum in Carnegie Hall tonight. A crowded audience listened with interest to his scholarly address on "The People, the Railroads, and the National Authority."

After a lucid review of the relations of the railroads to the states, the Federal Government and the people, and of the recent legislation to regulate interstate commerce as to relations of railroads both to the people and to their employes, Mr. Knox said:

The fundamental work has been done. It has been wrought out by those responsible for it, on broad lines, in a spirit of moderation and with a desire to do no injustice. It has been neither "sporadic" nor "spectacular." The work has been treated as a whole and each part sustains its proper relation to each other part. It has proceeded as a structure should, dealt with as a unit, not here and there a pillar with missing roof between. As the work progressed motives and measures have been perverted and misunderstood by those who could not or would not understand them. Unscrupulous men, upon the one hand, have intemperately condemned every forward step, and, upon the other hand, men equally unscrupulous have endeavored to break down the credit and efficiency of the railroads, arrogating leadership in an economic development the scientific principles and practical details of which they altogether misunderstood.

No Disturbance of Business.

Unfriendly criticism has portrayed these steps as bearing fruit only in the disturbance of business. To this the facts furnish a complete refutation. The steady judicial assertion of exclusive National authority over the interstate traffic of the railroads, and the no less steady assertion of the legislative and executive branches that the authority shall be used to correct evils arising from lack of regulation, are not sporadic but constant, nor have the measures framed, matured and enacted by Congress inflicted injury upon or given just cause of complaint to legitimate interests.

Halts and delays caused by judicial construction or legislative correction of details found defective may seem sporadic to superficial and possibly prejudiced observation. So the river, bending and doubling in its course, its current halted by dams and bars, may seem interrupted and obstructed in its flow. But the stream invariably flows on; and it never flows backward.

Will Take No Step Backward.

No more can the progress accomplished be turned backward. The principles established are permanent. The policy of legislation; the subordination of corporate operations to it, the law of impartiality in rates and accountability to Federal authority for integrity and impartiality in the conduct of the great transportation services of the Nation are now fixed and rooted in our jurisprudence and legislation. Postulating only the ever-essential factor of fair, earnest, and faithful enforcement, we may rely on this body of legislation for adequate protection against the return of the evils which have evoked the reforms without invoking acts of a vindictive and destructive nature.

Nor is it true that the measures which have reached the matured form of National legislation include attack, enmity or injury to sound business interests, either corporate or private. Extreme propositions may have been made; but they have not largely prevailed in the completed enactments by Congress. On the contrary these laws, rightly seen, mean a sounder, stronger and more widely diffused prosperity for the real corporate interests, to-wit: the owners of the railroad shares and securities.

No Inflation of Securities.

High railroad authority has declared the necessity of spending $5,500,000,000 during the next two years in extensions of the railroad facilities, to meet the growing demands of the country, coupled with a grave doubt whether the securities to pay for these expenditures can be floated. In view of that very doubt, though it is questioned whether it is a subject within Federal authority, it is of the utmost importance that the $5,500,000,000 of securities shall purchase the full $5,500,000,000 worth of improvements, and not be subject to wholesale though surreptitious subtractions. Surely investors will buy bonds which represent 100 per cent of their face in actual increase of the value of the property more readily than bonds which only enhance the security 60, 70 or even 80 per cent of the increase in liabilities. Surely stockholders will find more satisfaction in their property, if it is not burdened with charges to pay interest on 20 or 30 per cent of bogus indebtedness. Surely the great body of industry will be less provoked to enmity if their traffic is not called upon to pay fixed charges on that element of pure inflation.

It is as much to the interest of the security holders that favoritism in rates and the flat quality in capitalization shall be prevented, as it is to the interest of the public that railroad capital shall earn a fair return on actual and uninflated investment. Railroad revenues cannot attain their broadest and most stable dimensions when dwarfed and diverted by these abuses; nor can the wide increase of transportation facilities needed by growing commerce be secured, unless it offers to the investment of actual capital an adequate and reasonably assured return. Legislation conceived and executed in the unchangeable resolution to maintain justice and honesty for and against all classes alike, is beneficial for all alike, and establishes the foundation for the widest and most permanent National prosperity.

Keep Public Opinion Awake.

This I maintain to be the spirit and character of the laws enacted by Congress, on this subject. Administered with unswerving fidelity to the underlying purpose, they furnish the full remedy for the evils. We must not forget that the efficacy of all law lies in the integrity and persistence of its enforcement. A diversion of public opinion into inattention or oblivion may easily be reflected in negligent or partial enforcement. Against that, the only perceptible possibility of a mooted reaction, must be maintained an active and educated popular sentiment. Judging truly the depth and breadth of the interests at stake, resolved to avoid on the one side the rocks of corporate privilege and favoritism, without falling on the other side into the whirlpool of destructive and confiscatory retaliation.

For the maintenance of that enlightened popular opinion, the co-operation of sincere and honest men, laying aside private interests or personal prejudice, for the common welfare, is invoked as the highest duty of patriotic citizenship.

Mr. Knox quoted from the annual report of the Interstate Commerce Commission statements that railroad men had accepted the new laws in good faith and that transportation facilities must be expanded enormously in order to keep pace with the expansion of the country's industries. He continued:

Take Burden With Benefits.

The Commission makes it evident that the best and ablest railway managers now recognize the old evils and abuses and the necessity for uniform Federal regulation in the interest of the railroads themselves, and that they show a disposition to co-operate willingly in the plans and methods adopted to secure conformity to the law. They seem now to realize that the railroads having invoked the Federal power to be freed from onerous state restraints, they cannot now justly complain if the power which helped them also regulates them in the public interest. They must take the burden with the benefits. They sought liberty, and they must remember that liberty is not license but is a freedom regulated by law.

There is nothing in present conditions requiring any strain upon our institutions to supply a remedy for any mischiefs that plague the public, and there are no mischiefs the correction of which may not be attained without disturbing the public welfare. There is enough Federal power, if not enough Federal legislation, to meet all Federal emergencies. There is nothing affecting the external affairs of the Nation or such internal ones as are committed to its charge that Congress cannot regulate; there is nothing that affects them injuriously that Congress should not regulate, and there is nothing which does not belong to the Federal jurisdiction that Congress should attempt to regulate.

EDITOR GIVES A DINNER

William Allen White Entertains Kansas Newspapermen.

EMPORIA, Kan., April 22.—What probably will go down in Kansas history as William Allen White's dinner party was held here last night, when the editor of the Gazette had as his guests 200 prominent Kansas newspaper editors, as well as several persons of note from outside the state. Among the speakers were George R. Peck, formerly of Kansas and now of Chicago; Ida M. Tarbell, C. E. Ingalls, of Washington; Governor Hoch and Joseph L. Bristow, editor of the Salina Journal and formerly Fourth Assistant Postmaster-General.

A discussion of "Postoffice Order No. 907," recently issued, which forbids second-class mailing privileges to delinquent subscribers, was indulged in and the editors generally commended it.

WILL OPEN ON TIME

H. E. Dosch Tells of Progress of Building Seattle Fair.

FIRST PLANS ENLARGED ON

Appropriation for Government's Participation Expected Shortly. Erection of Building by City of Portland Is Urged.

Colonel H. E. Dosch, director of exhibits at the Alaska-Yukon-Pacific Exposition, yesterday gave out the following interview:

"History does repeat itself, sure enough, and the Alaska-Yukon-Pacific Exposition is no exception, for it is now apparent that this Exposition, like many another, will be much larger than originally planned for, and right here allow me to tell you that the repeated reports, which find their way into circulation, that the Exposition will, or must be postponed, are the biggest kind of nonsense, and it is difficult to see how such silly reports find currency. Anyone visiting the Exposition grounds will become fully convinced in less time than it takes me to tell it that there is no postponement contemplated, necessary or possible from the amount of work finished or in course of completion.

"Just let me tell you, for instance, all the grading is done, except the top dressing of the roads, which cannot be done until all the buildings are completed; all the sewer, tiles and other piping are in the ground; the Emergency Hospital is finished; the large Manufactures, Liberal Arts and Varied Industries Palace will be completed and ready to turn over by the contractors to the Exposition management in a few days; the large Agricultural, Horticultural and Irrigation Palace, a counterpart of the Manufacturers building, is under roof; the finishing touches are being put on by the staff workers; the Machinery building, which is a beautiful pressed brick structure, with terra cotta finish, is now up to the roof, and will be covered shortly; the grading for the Auditorium and trenches for the concrete foundation are completed, and the concrete work will begin Monday. This is also a beautiful pressed brick and terra cotta building; and the grading for the Fine Arts building, another pressed brick and terra cotta structure, is now under way; the contracts for the Mines and Metallurgy building and the Electrical building have been awarded, and work will begin Monday.

"We are now figuring on an enlarged Transportation building, Foreign building and Forestry building. The Exposition management is also figuring on doubling the space for the Machinery building, which has become necessary, as all the space in the original building has been spoken for, and still 14 months to the opening day of the Exposition. The Transportation building will have to be three times the size of the original contemplated structure, owing to the demand for space. Now, does this look like postponement, or the necessity for postponement, or even the possibility of postponement?

"Here I am reminded of a little incident that happened in the City of Portland, on the Willamette, a number of years ago: As usual on the Fourth of July, a parade was contemplated, and owing to the fact that the parades set for 10 o'clock in the morning never came off until 2 or 3 o'clock in the afternoon, the committee in charge persuaded General Morrow, a most congenial gentleman of the old school, then stationed at Vancouver, and who was known for his promptness of action, to take charge, and he did, and said: 'But I want you gentlemen to understand that the time set is 2 P. M., and at the tap of the big bell the parade will move, if it is only myself and the band.' Well, the parade did move, at the appointed hour, but everything and everybody was in line, and Pacific Exposition; the turnstiles will begin to click on the first day of June, 1909, and everything will be in place and moving, including the band.

"The beautiful Oregon State building is making fine progress; all the studding and joists are in, ready for the rafters, and it will be the first state building commenced and completed.

"It is expected that Congress will make the appropriation shortly for our Government's participation, and as the exhibits intended for the Alaska-Yukon-Pacific Exposition are all packed and ready for shipment from Washington, according to advices received a few days ago, it will not take long for their installation.

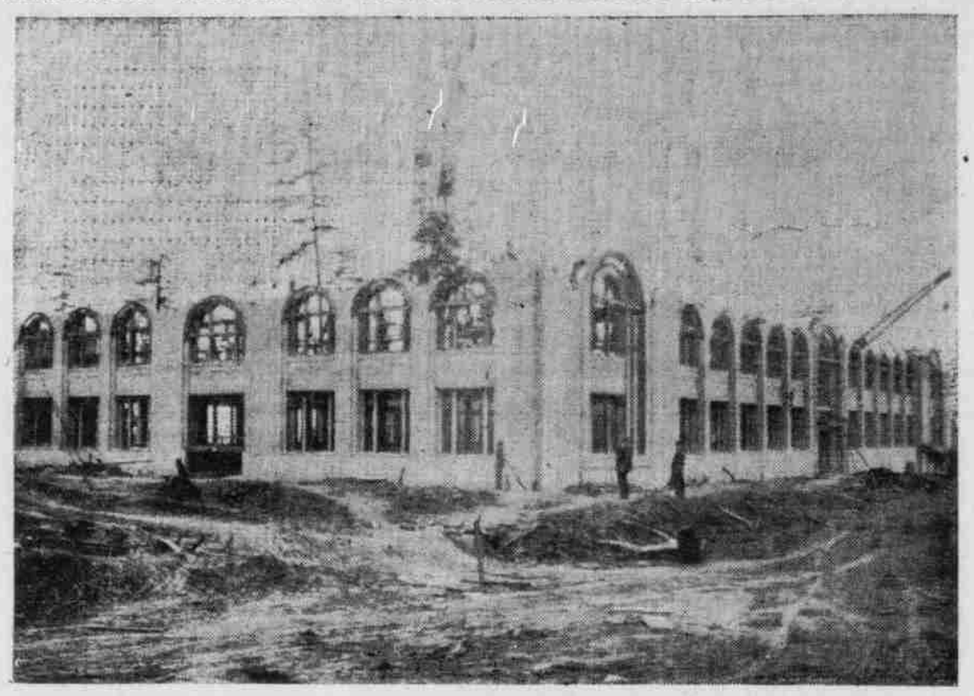
"It is most gratifying to me that there is a general response to my invitation to manufacturers and merchants generally to participate at this exposition, both from home and abroad, and still more gratifying is the high class of exhibits, and all who can will have something in their exhibits in motion, or, in other words, show how things are made; thus it will be not only interesting, instructive and educating, but it will be an industrial exposition in the fullest sense. 'All the world is from Missouri, and they want to be shown.'

"Among the many features, just let me mention a few: For instance, there will be a complete mine and mill in full operation; shafts, tunnels, stopes, hoisting works, miners at work, ore crushers, roasters, amalgamating pans, separators, concentrators and in fact a complete plant, to all of which visitors will be permitted, even to going down the shafts and promenading in the tunnels, where miners will be at work. Another most interesting and instructive plant will be a salmon cannery, showing how this toothsome fish is prepared for the table from the cutting up by machinery to the packing of the tins in the cases, under most sanitary conditions. A plant showing how silverware is stamped out, engraved and polished; diamond and other precious stone cutting and setting and other lapidary work; a shoe factory; woolen mills, showing how cloth, blankets and shawls are woven; silk looms, showing how silk embroidery and brocaded silks are produced; the making and turning of woodenware; the making of tiles and ornamental designs for buildings and pottery; acetylene and gasoline gas plants for household use—cooking, heating and lighting, and a good many other most interesting and instructive exhibits.

"The amusement feature has our closest attention. Only the very best attractions are accepted and all fakes will be eliminated, so that the 'Pay Streak,' as it is called here, will be a clean and enjoyable amusement section, and second only to the 'Midway' at Chicago, the most famous and pleasant laughter lane ever produced.

"There is just one thing more, I would like to see the City of Portland erect a building opposite the Oregon building and flanking the Forestry building on the south, as is the City of Spokane erecting a building opposite the Washington building and flanking the Forestry building on the north, if for no other purpose than to show the good will of the citizens of Portland to the citizens of Seattle. It would bring these two growing municipalities closer together, and as both cities are adding suburb after suburb toward each other, and bringing them closer as time passes, which will necessitate interurban electric trains before many years, it seems to me that Portland, as the older city, should reach out the hand in friendship, cordiality and hospitality, for which she is known, which I have no doubt will be cheerfully accepted and appreciated, and thus forever bury the hammer."

MACHINERY BUILDING AT ALASKA-YUKON-PACIFIC EXPOSITION, SEATTLE



ONE OF THE FIVE PERMANENT STRUCTURES OF THE EXPOSITION TO BE USED AFTERWARDS BY THE UNIVERSITY OF WASHINGTON.

DEATH REVEALS SECRET

Fresno Man Lived 25 Years Under an Alias.

FRESNO, Cal., April 22.—Five years ago a man calling himself William Reid, called at a local undertaker's office and left a sealed note asking that it be opened on the day of his death. Reid died at the County Hospital this morning. Coroner Bean opened the note, which stated, "my true name is W. H. H. Ballard, Indiana Volunteers."

Reid was a miner and owned considerable property, one claim being named after Mrs. Lottie Kohler, a prominent woman of Fresno. Reid lived in this country 25 years and it is thought that no one but Mrs. Kohler knew his true name. He was 69 years of age. It is thought that he deserted his wife and family in the East, as it is known that they are living.

PERSONAL MENTION.

Rev. M. Hayes, of Olympia, Wash., is a guest at the Perkins.

Rev. H. W. Thompson, of Centralia, Wash., is at the Perkins.

Mrs. Ethan Allyn and daughter, of Washougal, are registered at the Hotel Lenox.

W. E. Grace, a well-known banker of Baker City, is registered at the Imperial Hotel.

W. F. Guion, editor of the Pendleton Tribune, accompanied by his wife, is a guest at the Hotel Lenox.

W. R. Callaway, general passenger agent for the Soo Lines, with headquarters at Chicago, will reach Portland tomorrow for a short visit with railroad officials here. He is making a trip of inspection over the Pacific Coast territory.

Thomas Quaid, residing at 215 Twelfth street, formerly of Heppner, Or., and A. J. Haran, 466 Taylor street, are preparing for an extensive trip through Europe to visit their native home in Ireland. From there they intend to visit Berlin, Paris, Naples and Rome. A little party is to be given in honor of their departure.

Roderick E. Smith, adjuster for the London Assurance Corporation, returned yesterday from a visit to California. Mr. Smith is a former resident of Santa Rosa, Cal. In referring to the coming Rose Festival, Mr. Smith said yesterday that when in his old-time home he told his former neighbors that the town of Santa Rosa would have to take second place when it came to roses, for Portland can produce more varieties and finer roses than the California town.

NEW YORK, April 22.—(Special.)—The following from the Pacific Northwest registered at New York hotels today:

From Portland—A. J. Lilburn, at the Breslin; G. T. Galligan, at the Herald Square.

From Seattle—S. S. Loeb and wife, at the Astor; Miss J. Jackling, Miss E. Collins, at the Seville; G. Matzoni, at the Imperial; O. Roseleaf, at the Herald Square; E. E. Alles at the Wolcott; M. E. Callendar, W. J. Thompson and wife, at the Bartholdi.

From Spokane—G. A. Heidinger, at the Breslin.

CHICAGO, April 22.—(Special.)—The following from Oregon registered at Chicago hotels today:

From Portland—C. H. Ford, S. A. Hartman, A. W. Schmale, at the Kaiserhoff; Floyd J. Campbell, at the Great Northern.

New York—Alderman William C. Herbert is advocating an ordinance before the Jersey City Board of Aldermen providing that a license fee of $1 a year be charged for cats, that they be tagged and that unlicensed cats be collected the same as dogs.

Lunch today at the R. and M. Sanitary Lunch, 106 Sixth street.

INCREASES PENSION ROLL

New Law Gives More Money to Soldiers' Widows.

OREGONIAN NEWS BUREAU, Washington, April 60.—Within a very short time the Pension Office will be ready to receive and pass upon applications filed under the new widows' pension act, which has just been agreed to by Congress and signed by the President. This law increases widows' pensions from $8 to $12 a month and renders it less difficult for soldiers' widows to secure monthly pensions from the Government. Every widow who is now drawing a pension of $8 a month will be entitled to an increase of $4 and thousands of widows whose names are not now on the rolls will become eligible for pensions at the new rate.

Not only does this law apply to the widows of Civil War veterans, but to the widows of veterans of the Mexican War, the Indian wars, the Spanish War and the widows of soldiers who served 90 days or more in the regular Army. All a widow need prove, under this law, is that she is the lawful widow of a soldier of one of the above classes, and that the soldier served at least 90 days and was honorably discharged. It will not be necessary to prove that the soldier's death was the result of his Army or Navy service.

The Pension Office is now preparing blank applications for use of widows desiring to take advantage of this new law, and these blanks will be furnished to Senators and Representatives, and can be had upon application to them. It will not be necessary to file these claims through pension attorneys, for if applicants properly fill out the blanks furnished by their Senators or Congressmen and supply the little evidence that is required, their claims will be allowed from the date they are received by the Pension Office.

It is estimated that the new law will increase the pension rolls by over $12,000,000 annually.

Restrictions Are Removed.

WASHINGTON, April 22.—The House today passed the bill providing for the removal of restrictions from part of the land of allotters of the Five Civilized Tribes. The persons who will be benefited by the legislation are those having less than one-half Indian blood, also intermarried white persons and freedmen who have by previous acts of Congress been provided with allotment.

Bolivia ranks second among the tin-producing countries, with an output of 15,000 tons in 1907.

SPOILED BY STORM

Sports for Sailors at Los Angeles Abandoned.

GREAT BALL TO OFFICERS

Rough Water Keeps Visitors From Many Ships—Sperry Tells Good Effects of Voyage on Navy. Aeronaut's Narrow Escape.

LOS ANGELES, Cal., April 22.—A ball enthusiastically brought to a close the fifth day of the stay of the American battleship fleet at the port of Los Angeles. The dance was given in the immense Shriners' Auditorium in honor of the Admirals and officers of the fleet, and it is estimated that more than 1200 couples took part in the grand march, which was led by Rear-Admiral Charles M. Thomas and Mrs. Adna R. Chaffee, wife of General Chaffee, chairman of the officers' entertainment committee. Suppers were served at 11:30 P. M. and at 1 A. M. in a dining-room which was decorated in a fashion almost as elaborate as the auditorium itself.

Storm Spoils Sport.

The ball brought to an exceptionally happy conclusion a day of leaden skies and heavy showers, which caused a postponement of most of the outdoor celebrations, including the boxing bouts, the barbecues and Wild West show. More than 2000 bluejackets and marines came ashore in the early morning, and had a good time, despite the rain. Some went galloping through the city on horseback, others were whirled about in automobiles and still others were entertained at indoor luncheons, matinees and theater parties in the evening. Three-fourths of the fleet entertainment fund raised in this city has been spent on the enlisted men. Their conduct reflects a high standard.

A stiff breeze from the southwest piled up a heavy sea at the beaches and made boating too dangerous to be attempted until well along toward evening, and orders were sent out that no visiting parties would be allowed on board any of the ships at Long Beach, Redondo and Santa Monica. The first division, anchored in the lee of the long protecting breakwater at San Pedro, did not feel the effects of the blow and was open to visitors throughout the day.

Children Sing on Shipboard.

During the morning the Connecticut was open only to school children. At one time there were 300 on board. They gathered on the forward deck and, accompanied by the ship band, sang "America." The sailors gave them three cheers when they were taken off on an excursion steamer.

The large flotillas of pleasure launches at the various beaches suffered from the rough weather, one going ashore at Venice and several others having narrow escapes from disasters.

The officers and men of the fleet are much impressed by the lavishness of their entertainment here and at other points along the Coast. Rear-Admiral Sperry commented on the subject today and added:

"The present cruise is the birth of the Navy. The Navy without a fleet is simply a mob of ships, and until the cruise of the American fleet we can hardly be said to have had a fleet. We have one now and one that we believe is the equal, if not the superior, of any other of equal number of units in the world."

Bishop Conaty, of Los Angeles and Monterey, today celebrated a special low mass for about 600 enlisted men of the fleet at St. Vibiana's Cathedral. The mass was attended by Rear-Admiral Emory and his aids, Lieutenants Henderson and Hutchins.

Aeronaut Narrowly Escapes.

Le Croix, the aeronaut, who makes daily balloon ascensions at Chutes Park, for the sailors, had a narrow escape from death this morning when he tried to ascend in the midst of a strong gale of wind and rain. Realizing his danger shortly after he had started up and when he was about 60 feet from the ground, he cut loose his parachute, which failed to open, and he fell to the ground. He caught in a tangle of telegraph and telephone wires and bounded off to the ground, landing without serious injury.

Evans Has Good Sleep.

PASO ROBLES HOT SPRINGS, Cal., April 22.—Surgeon McDonnold states this morning that Rear-Admiral Evans enjoyed an excellent night's rest, sleeping continuously for over 10 hours.

THROUGH TO PORTLAND

Spokane International to Run Trains From St. Paul.

SPOKANE, Wash., April 22.—(Special.)—Through train service with its own equipment between St. Paul and Portland will be established by the Spokane International at an early date. The plans contemplate running the Soo-Spokane train, which was put on again Sunday after having been discontinued January 5, through Spokane to Portland. The train will cover the distance between St. Paul and Portland in 67 hours, running over the tracks of the Soo, C. P. R., Spokane International and O. R. & N.

This arrangement is declared to be a move to enter into close competition with the Spokane, Portland & Seattle, which in the near future will have through traffic established from Eastern terminals through Spokane. It is intended to run the Soo-Spokane Limited over the Pleasant Valley O. R. & N. branch, which will save 30 miles over the present route taken by through O. R. & N. trains from Spokane.

D. C. Corbin, president of the Spokane International, announced today that negotiations are now under way for the new service.

LA GRANDE RAISES $3300

Vote This Sum in Few Minutes to Boom the Town.

LA GRANDE, Or., April 22.—(Special.)—This city went on record tonight as heartily in favor of assuming all the germs of boost possible when it subscribed in a few minutes the sum of $3300, and in addition secured a membership subscription of 125 to a reorganized commercial club at $1 each.

Not satisfied with raising that amount for boosting, the meeting passed a resolution to canvass the city so thoroughly tomorrow morning that the figures will be brought up to $6000 for the year, and a committee was appointed to do this.

This sudden burst of enthusiasm, backed up by financial support, was primed and shot off through the efforts of Tom Richardson, manager of the Portland Commercial Club, who this afternoon raised $900 at Elgin for the same purpose. He goes to Union and Cove tomorrow.

Stopers Elect New Officers.

Stope No. 1 of the Stopers of the World held an enthusiastic meeting Monday night and elected new officers. Supreme Organizer A. L. Lovelace has been for some time working in interest of the Portland Stope and has succeeded in getting many of Portland's representative mining men interested in the order. The purpose of the Stopers is to aid and promote all honest and legitimate mining industries, and to stamp out illegitimate mining or "wildcatting." The order lends its influence to obtain mining laws that will be beneficial to the mining interests. The Stopers of the World is growing fast in other states and an organization of this kind can do much good for the mining cause. Mr. Lovelace left last night for Seattle to assist Seattle Stope No. 5 in initiating a number of new members, and while there will arrange for headquarters for the Stopers of the World during the Alaska-Yukon-Pacific Exposition.

PROTECT FINEST FORESTS

Reeder of Kansas Proposes New Timber Land Bill.

OREGONIAN NEWS BUREAU, Washington, April 60.—Representative Reeder of Kansas, chairman of the committee on irrigation, has a new scheme for amending the timber and stone act; a scheme that would be quite feasible if the remaining public timber lands, not in reserves, had been cruised and their value estimated. In the absence of this information, the Reeder bill is slightly deficient. In brief, Mr. Reeder's bill provides that no Government timber land worth more than $2.50 per acre shall hereafter be disposed of under the timber and stone act. The Secretary of the Interior is authorized to dispose of the standing timber upon the public domain, where the value of such timber exceeds $2.50 per acre, the same to be sold on a stumpage basis, to the highest responsible bidder, under such rules and regulations as may be necessary to protect the public interests.

Mr. Reeder further provides, in his bill, that the proceeds of all timber sales in the states and territories named in the National reclamation act shall be converted into the reclamation fund, to the credit of the respective states. In selling Government timber, the Secretary is required to give preference to purchasers desiring timber in small quantities, the idea being to prevent speculative purchases by large lumber companies. All sales shall be preceded by 60 days' published notice. Timber lands from which timber has been removed, under this bill, will become subject to entry under the public land laws, whenever the Secretary of the Interior may prescribe.

The Reeder bill differs from the general stumpage proposition in that it fixes $2.50 as the minimum price at which Government timber may be acquired.

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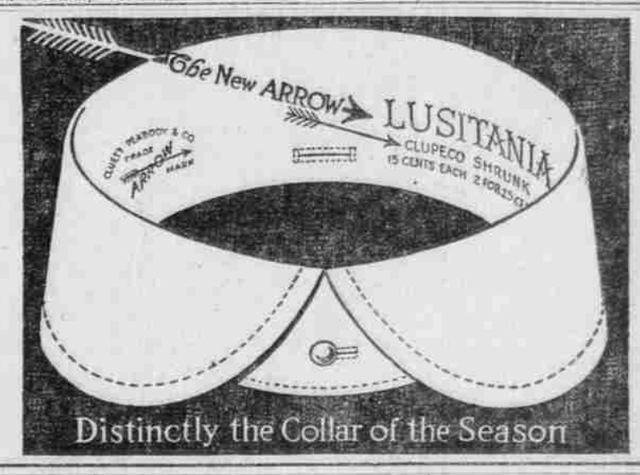

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