## The Oregonian

PORTLAND, OREGON. Entered as Portland, Oregon, Postoffice as econd-Class Matter.

Subscription Rates-Invariably in Advance. Subscription Rates—Invariably in Advance.

(By Mail.)

Dally, Sunday included, one year....\$5.00

Dally, Sunday included, one months...\$.25

Dally, Sunday included, three months...\$.25

Dally, Sunday included, one month...\$.75

Dally, without Sunday, one year....\$.00

Dally, without Sunday, ax months...\$.25

Dally, without Sunday, three months...\$.15

Dally, without Sunday, one month...\$.00

Weekly, one year........\$.250

Bunday and Weekly, one year.......\$.50

(By Carrier.)

Eastern Business Office—The S. C. Beck-with Special Agency—New York, rooms 48-56 Tribune building. Chicago, rooms 516-513 Tribune building.

PORTLAND, FRIDAY, FEB. 26, 1909.

REMARKS ON FOSSILS AND FOSSILISM. It pleases one and another, here or there, as the mood seizes them, to characterize The Oregonian as "a drag on the State," "an obstruction to its progress," and "its blighting influence the main reason why the State of Washington has surpassed in growth and development the State of Oregon." Also, for variety, it is sometimes remarked that "The Oregonian's desir is to hold the State

pioneer days," and so forth and so on,

Since this gabble, which has been going on at intervals during many years, has not injured The Oregonian nor even annoyed it, but doubtless has afforded gratification to its "shallow" authors, The Oregonian will make no objection to its indefinite continuance. For the people of Oregon know, and the people of the entire Northwest know, that this newspaper has always been the one thing in Portland that has kept the lead in the growth of city and State; has in fact, always been in advance of the general development, has pushed its opportunities for service to the country to the uttermost, and has pub lished more "development matter" than all other publications in the State put together. All the time, too, it has been the one leading newspaper of the Northwest, recognized as such not only in its own field, but throughout the United States. Moreover, as a journal of opinion and discussion the recognition it obtained long ago and has held throughout its career, speaks sufficiently for its achievement. It doesn't find it necessary to make any apology for lack of efficiency or energy, at any time of its career. The Oregonian confidently submits that it has done things and that its owners have done things, too. It and they have pushed various kinds of indus trial enterprises to the limit of their means and are doing it today. have erected buildings, engaged in manufacturing industry, in sawing lumber, making paper, clearing and cultivating land and rearing livestock. In short, they push business; and more than all, The Oregonian newspaper is the main agency which keeps the City of Portland, the State of Oregon, and the Northwest in general before the attention of the outer

world. And as this newspaper is not a drone, it rejoices in the progress of the state, in which it has borne a not unimportant part. But significant as the progress has been, it ought to have been greater. The state has been neglected by those who ought to have supplied it with means of transportation, as Washington has been supplied. This is the one cause why the ton has so far exceeded that of Ore gon. On this subject the impatience of our people is great. But their prudence and good sense will forbid them to change the Constitution of the state for the purpose of committing the state to the policy of construction and operation of raffroads; for that would lead to enormous debt and to enormous waste; it would mortgage the property of every citizen to the holders of the State railroad bonds: it would introduce with public ownership the insoluble problem of public operation, and establish the wildest orgy of political graft known since the days of Southern reconstruction. Logically it would lead also to the so-called Socialist statethat is to say, public ownership of land and capital-the totality of the instruments of production and distribution. Looking to this result, and regarding the present proposal as the one great first step towards it, every Socialist will joyfully support the effort to remove this main barrier erected by the Constitution to the furtherance of such designs.

But because The Oregonian opposes this destructive scheme pleases the subverters of the Constiution, the destroyers of a civilization based on the rights of private property and proposing the extermination of individualism in the state, to call it "a fossil," "a back number," "a clog upon the progress and prosperity of the state." One has called it a "jobbernoll"-which is awful, Still another has asserted that "The Oregonian would have the state revert to the conditions of fifty years We believe this an exaggeration: for The Oregonian of today would hardly be at home in such situation. But some things did exist fifty years ago that this journal would like to see revived, or restablished. For example, that self-dependence and self-reliance which characterized the people of the older time, when nobody expected anything that he didn't work for, and dependence on the state to "do things for the people" was not so much as thought of; when prudence and industry were cultivated among the virtues, and men and women expected to find their resources within themselves and not to "lie down on the state"; when it was inconceivable that the state should attempt to promote its own progress and prosperity by borrowing money in immense sums and spending it: when constitutional barriers against these follies and the ruinous consequences were erected without protest, and the safety of the state was belleved to lie in the established principles of honor, truth, justice and perdoes not accept that opinion, and trusts it never will subscribe to that mistake.

When the time for the next session

be found that the dairy interests of the domestic situation and that the the state will ask for legislation just as much as did the fruit industry a few years ago. The request will come from the progressive men who will not brook competition by slovens, No dairyman will admit his methods are unclean and shiftless, but a little inspection would not hurt some of his neighbors. More light on the subject, by precept and example, will bring it about in good time.

LARGER SALARIES NO REMEDY.

Mr. J. F. Patterson, in a letter to Oregonian, published yesterday. held that the salaries proposed by the new charter are not exorbitant. Here, he says, is a corporation—the city of Portland—disbursing \$2,000,-000 a year. Mr. Patterson insists that men in charge of such a business should be worth the salaries proposed by the new charter, for in private service men fit for their positions can command greater sums. Further:

The great mistake of the American people s that they do not pay their public servants he market value of the work required of hem. The consequence is that they got an interior grade of men. When they discover hat they are gotting the inferior grade of rork, they abuse the poor bedeviled official of thereby impair his already limited effi-

This criticism misses the whole matter. In private business only competent men are employed. These can They are command high salaries. worth it. But in public business every upstart and pretender has a The favor he receives from the electorate does not depend at all on his fitness for the position, but on his ability and adeptness in making himself agreeable to the electorate. of Oregon to conditions that existed in Men fittest for important positions will not enter these contests. They can obtain employment in private business at perhaps higher salaries, and be free from the changing moods and humors of the electorate. Men who can please the electorate, but whose other qualifications are scant, contend for and win public positions. Consequence is that private business enterprises are served better than those of public nature. Nor is there any help for it. Larger salaries will not change the conditions; for the people will always vote for a pretender who erects air castles for them, who flatters and pleases them, rather than for the man who is capable, and therefore earnest and grave. The public service, in its administrative details and general management, therefore, never will get as efficient and thorough men as private enter-prise can obtain. "The people" will reject the best man for business and elect the inferior one because he has a way that "pleases" them.

It is hopeless, therefore, to look for as good results from men at the head of our municipal administration as from those in control of large affairs in private place. The salary will have nothing to do with it. Better men will not be obtained in important public positions by payment of high salaries. Men of the class that private enterprises want, and will pay high salaries to obtain, never will please the electors. What chance would Mr. Josselyn of the General Electric have for a minute with the electors of Portland? Or C. Adams of the Gas Company? Or the editor of The Oregonian? Every one of them would lose "his job" at the first election. And under our direct primary it will become less and less possible to obtain men of real fitness. The scramble in the direct primary never will bring forth the best or It will increase the number of applicants, with best chance for the least fit, always. We must have "the will of the people," but it "comes high."

THE NEW STATES HALTED. Congress, though the House of Representatives has passed the bills for their admission. The bills went to the Senate, where Senator Knute of Minnesota, and others, stopped them, saying they wanted more time for examination of the various features of the constitutions that are presented. The Senate is on its guard against more "fool states," because the older states are unwilling to be controlled by the new fads prevalent in states which have scarce y the population of a county in a state of the great Eastern section of the Union. So the opponents of the admission of Arizona and New Mexico

say. It is alleged further that the con stitutions of Arizona and New Mexico have all "the new trimmings" of the system prevalent in the Rocky Moun tain districts, where "the child of natur' and the child of freedom" is striking out new ideas of political philosophy and statesmanship; which penetrate even to the Pacific Coast, where it has been extremely difficult to hold the ground against Bryanism and the notions of the silver craze, and where even Oregon has gone daft on such things as initiative and referendum, and on schemes to subvert the old Constitution, establish Socialistic doctrines and compel by law one party to elect to highest positions the candidates of the other party. Not having seen the constitutions of Arizona and New Mexico, The Oregonian is not in position to pass opinion on them. It merely reports the allegations on which the states seeking ad-

mission have been "held up."
Arizona and New Mexico, therefore, will not be made states now, nor till these things shall have been considered. At the special session or the next regular one, there is certain to be a debate in both Houses of Congress on the subject that may tend to illumination of many things. The East and South, that have the population, constitute the great bulk of the Nation, pay the taxes, are responsible for the action of the Government and must defend it, don't want any more "fool states," of scant population and wild ideas, and insist on being "shown."

WHEAT'S PHENOMENAL STRENGTH. July wheat in Chicago yesterday es-

tablished a new high record for the season, while May, hovering around top notch, showed no signs of weakness. It is now five months since May wheat left the dollar mark in the and for the past two months there has been a steady shrinkage in the visible supply as well as in stocks in farmers' hands. Since the turn of sonal independence. It may be a the year, and especially since Febru- on the north bank of the Columbia fashion to think of all this as "fossil- ary I, there has been a distinct change until late in 1908 and considerably fashion to think of all this as "fossil- ary 1, there has been a distinct change and to regard it as "fifty years in the sentiment of the Eastern grain behind the times"; but The Oregonian | experts regarding the probable success or fulure of the Patten deal, and from Washington points. As this which is credited with the creation of traffic benefited no one but Portage most of the present strength in the market. The chief argument ad- grocers who sold the goods, it seem vanced by Patten has always been

prices toward which the market was steadily rising were warranted by the short supplies in this country.

prices to bring out any big supplies and increasing strength in the foreign situation are beginning to point to the success of Mr. Patten's deal, although with three months yet to elapse before its consummation, some changes of considerable importance may be made In the Chicago market yesterday wheat for September delivery sold as high as 981/2 cents, compared with 87 % cents on the same date last year, when crop conditions were less favorable than at this time. September is exclusively a new-crop month in the Chicago market, and the high prices for that month's delivery cannot be regarded as in any degree due to the

present short stocks. The farmers of the country will all hope that the speculative element that is paying so close to \$1 per bushel for 1909-crop wheat has not made a mistake. Another year of dollar wheat, especially if the present satisfactory crop conditions remain unchanged, will spell prosperity for the farmers in large letters.

PISTOL HONOR. The two Coopers, father and son, who in conspiracy with John Sharp planned and executed the Carmack murder, have since concected a more or less plausible story to make out a case of self-defense, but there are few who will be simple enough to believe it. Mr. Cermack was shot, as so many other men have been shot in the South, to vindicate that pernicious specter which is called "honor" in the parlance of the pistel toters of the land of hominy and cotton. The Cooper tale of self-defense is a bit of after-thought invented to fill the gap which was made when the Cooper honor exploded. As long as the fetich looked robust the murderous gang relled upon " to clear them in the eyes of a Tennessee jury; but when it appeared that Gooper the elder was a defaulter and embezzler, it began to look as if "honor" would hardly save his precious neck.

There is just about as much and just about as little in the Cooper honor as in that of any of the other loudmouthed, pistol-toting Colonels of the Southland. Those who talk the most about their exalted feelings and delicate sensibilities have the least to show behind their talk. The kind of honor which relies on shooting a man in the back to defend itself has pretty nearly disappeared everywhere but scuth of Mason and Dixon's line. In that happy realm it still flourishes almost as vigorously as it did in Europe in the dark ages. It goes with negro lynchings, night riding and the chaingang. It is one proof among many that the civilization of the South has lagged behind that of the rest of the country. The Southerners-or some of them-are too much occupied with introspection to keep up with the procession. They are all the time thinking what elegant creatures the Lord has made them, and how much more beautiful and dignified they are than the rest of the people of the country. While they are thus absorbed in self-contemplation the res of the world advances and they stand still. Other people work and pro gress. The Southern Colonels broad over their honor and stagnate. The Coopers and their deed are typical. The

STATE RAILBOAD OWNERSHIP IN PRACTICE.

If Oregon should decide to engage in construction and operation of railroads, thus relieving Mr. Harriman of the necessity of building a line of his own into Central Oregon, it would not be establishing a precedent. The be erected into states at this session state already owns and operates one fair, it offers an excellent illustration of the results which will be secured on a vastly greater scale when we proceed to ramify the state with roads of our own. The railroad which has afforded Oregon such a good opportunity for determining the merits of state ownership is the portage line running between Cellio and the Big Eddy, a short distance above The Dalles. Six years ago the state appropriated \$165,000 for construction of the road and \$25,000 again in 1905, and \$10,000 in 1907. In 1909 the appropriation is \$75,000. The road has been in operation since June, 1905. The report of the Board of Portage Commissioners, who have direct charge of the operation of the road, has just been issued. It shows gross earnings for the two calendar years 1907-1908 of \$5,098. The expense of "maintenance and operation" for the two years was \$18,535.91, the net loss thus being \$13,437.91. The traffic statement for the two years shows that the road handled in tons: Merchandise, 1301; wheat, 1536; lumber, 626 (424,000 feet); other grains than wheat, 13; machinery, 7; cement, 4; coal, 3; powder, 55. A total of 3545 tons. There were also carried, 39 passengers, 16 boats and two horses. These figures, taken from the report, show that it cost 'he state \$3.80 per ton more than it received for handling the business. This is perhaps a reaconable figure, since it enabled Portage Commissioner Lewis and his fel-low grocers to effect a saying on freight rates to up-river points. Hill, who shipped the powder and some of the lumber for use in construction work on his North Bank Railroad, also undoubtedly appreciates the generosity of the State of Oregon; and the Washington farmers who shipped the grain should likewise be duly thankful.

Unfortunately, this \$3.50 per ton oes not cover one-half the loss suffered by the state. When we begin building railroads on the wholesale plan outlined by Colonel C. E. Sellers Wood and the self-sacrificing Mr. Teal, we must borrow the money and pay interest on it. Money has an earning power and value and the \$165,000 which the state sank as an original investment in the portage road is worth at least 5 per cent. For the two years this would amount to \$16,500, which must be added to the cost of operation and maintenance and we thus have a net deficit for the two years of \$29,937, which on the tonnage handled means that it cost the state \$8.44 for every ton of freight transported over our railroad in 1907 1908-a distance of ten miles.

There was no railroad in operation more than one-half of the traffic handled by the Portage road was to Commissioner Lewis and his fellow reasonably clear that Oregon enjoyed of the Legislature shall arrive it will that there was an actual shortage in the benefit of Portage railroad trans-

portation on only about one-half of the \$545 tons. In other words, the traffic which Oregon had over the road for which Oregon taxpayers paid Fallure of these excessively high and are maintaining, cost the state about \$16.88 per ton. The argument has been advanced that this portage railroad forced the railroads to reduc their rates. As the railroads handled something more than 960,000 tons of grain while the Portage road was handling 1536 tons, the competition hardly appears to have been appallingly serious for the roads. Yet the Portage road did succeed in reducing some commodity rates. With \$16.88, an \$8.44, or even a \$3.80 per ton bonus from the state, there are

great possibilities in the rate reduc-

tion line. Prior to the completion of the portage road, the railroads met competition at Portland by making a low through rate which permitted Portland jobbers to distribute from this city. When the generous State of Oregon donated this \$3.80 or \$8.44 per ton to the cause of cheap freights, the railroads on a large number of commodities, shifted the point at which ocean competition was met to Walla Walla and other interior cities which are now distributing centers. Thereupon Portage Commissioner Lewis and his fellow grocers established branch houses at Walla Walla and the distributive trade in certain lines vanished from Portland for-This is all very toyely for Portage Commissioner Lewis and his fellow grocers; but the Portland taxpayer who is contributing his pro-rata of that \$8.44 per ton bonus will hardly be able to discern any direct benefits. It is even possible that the Oregon taxpayers may object to paying bonus of \$8.44 per ton for the privi-lege of having Washington wheat

shipped over our portage road. This burden becomes especially ob-jectionable when it is remembered that the Washingtonians secure liberal rate reductions by the simple and in-expensive method of maximum rate bills, by means of which they have within the past fifteen years enjoyed three very liberal reductions in wheat

The results shown in the portage commissioners' report are not surprising. The Oregonian was perhaps remiss in its duty in falling to call attention to the inevitable outcome before the state's money was sunk in the project. A warning at that time, however, would have been without effect, for the men who gilded the brick made a good job of it and the "acid test" of net carnings and operating expenses could not be applied until it was too late. If this little "flyer" in state ownership of transportation facilities should serve as a lesson to the Oregon taxpayers, it may be worth all it cost and even more, in preventing them from repeating the experiment on the colossal scale which the Central Oregon state road would necessitate.

If the state must engage in the railroad business, why not accept that bons fide offer of Mr. Harriman to build a line to Coos Bay for a guar-antee of 4 per cent? In no other manner can we secure the money for building at so low a rate of interest. Mr. Harriman's road would also be put through at much less cost than a state-bullt road. There would accordingly be a saving on the original cost and a saving on the rate of interest to be paid. Of course the promoters of the state ownership scheme, not being interested in Coos Bay, might object to building anywhere except through their Central Oregon land grant. They hould not forget, however, that Central Oregon has no more right to a railroad than Coos Bay, Siuslaw, Tillamook and a dozen other localities in the state, and, if one is built, the others cannot be slighted. From the standpoint of economy, if there is any possibility of the state embarking in the railroad business, we would do better to get in on a 4 per cent inter-

William H. Taft has been one of the world's greatest travelers, and has carried his handbag all round the And the side excursions he has made are almost numberless. He has been one of those who "post o'er hand and ocean without rest." "fat man" has been the "winged Mercury of Thandore Roosevelt. But now he is to be President, and will make no excursions into foreign countries. But so good a traveler is he that we shall expect to see President Taft on the Pacific Coast, even as far as "Ounalaska's shore."

est basis than at a higher rate.

The business of selecting juries grows tiresome. We shall have to establish a jury colony on some island, exclude all the newspapers from It and make it the sole source of the enlightened and intelligent supply when a murder trial is on or an ariscoratic grafter is arraigned. Enough time would be saved to the courts to balance the expense a dozen fold.

The country along the Ohio and Mississippi Rivers is once more paying its annual tribute to the folly which destroyed the forests. The story of waste and ruin is repeated in every detail year after year. Levees are breaking, families in flight, property swept away. Yet there are those who contend that forest destruction has no connection with floods.

The word "immediate" does seem to have a certain significance in the emergency clause when you come to think of it. Presumably all laws are necessary for the public peace, health and safety, but not all of them immediately. It's the immediately that makes the emergency, is it not?

Evidently we are in full career oward the old-fashioned skyscraper Anybody with half an eye bonnet. can see that horror following the cabriolet hat as the only logical successor.

Just think of it! You will wake up next Friday morning and Theodore Roosevelt will no longer be President of the United States.

It's awfully hard to do anything for

the state, when there are "sneers" at

such results as those of the Cellio Nosey Joseph places his own schemes, for his own profit, first, al-Don't be mistaken about Nosey vays.

Joseph. Fat is out of style for the gentler sex, but for mankind-drop in at the White House next Thursday and see.

The Governor's ax will need honing

If Bryan Runs Again, It Spells Ruin,

Says This Bryan Democrat. LA GRANDE, Feb. 24 .- (To the Editor.)-In a speech recently delivered at Pittsburg, and, more recently, in an address at Denver, Hon. W. J. Bryan notified the people that he will be a candidate for the Presidential nomination to be made in 1912, if his party wants him. Those who have supported him with more or less reluctance in past campaigns have had little doubt that he would be a candidate just as long as he can muster a following sufficient to afford him a reasonable chance to be nominated. He has been a standing candidate ever since he was discovered in 1896. In 1904, he was really a candidate and did not consent to the consideration of any other name until it was clear that he could not be nominated, and then he supported, not the man whom the people wanted, but Senator Cockrell, of Missourl, whom only a few wanted. He was disappointed at the nomination of Judge Parker and really did nothing for Parker's election, and his especial followers in many instances, either refused to vote at all or supported Roosevelt. The vote in Mis-

souri shows this statement to be true.

The writer has supported Mr. Bryan for President three times. The first time he voted for him with enthusiasm, the second time, willingly, and the third time with much reluctance, and with a vow that he would not do so again. What are the Democrats who have stood by their principles and party in National campaigns for a third of a century, to do in the future? It is evident that the party is thoroughly Bryanized and that Bryan dominates it at his will. A distinguished Oregon Senator said in a speech in the United States Senate, during the Civil War, that "the flesh and blood of the Government is Abraham Lincoln." enthusiastic followers of Bryan seem to believe that the flesh and blood of the Democratic party is W. J. Bryan. They obey his will implicitly and the Democrat who has audacity to efficise him or his policies is at once looked upon as an enemy to the party by these "simon pure" disciples of "the boy orator of the Platte."

It is evident to intelligent and thought ful persons that the people of the United States do not want and will not have Mr. Bryan for President. They may admire him as a lecturer, but their admiration for him in that respect does not convince them that he would make a good or a safe President. They regard him as an agitator and they are not willing to trust either him or his policies to govern the country. The people have rejected him three times, and this should convince everyone that he cannot be elected President. Prior to 1896 the Democracy usually carried the States of New Jersey, Connecticut, Delaware and West Virginia, but since that time that party has not in a single instance carried either of Prior to 1896 Indiana was about half

the time Democratic, but since that time it has uniformly gone Republican, excepting that the Democrats carried that state last Fall on the state ticket and elected a Democratic Legislature, although Mr. Bryan falled to carry the state. Prior to 1896, the Democrats carried New York about half the time, but since that time it has uniformly gone Republican in state and National elections excepting that at the state election next to the last the Democrats, by a combination with the Independence League, elected all of the state ticket but Governor. Prior to 1896, Maryland, Kentucky and Missouri were reliably Democratic states, but since that time they are not. Prior to 1896, one or even both houses of Congress were not unfr quently Democratic, but since that time both houses have been largely Repub-lican all the time. It was Bryan and Bryanism that wrought all those disas-ters to Democracy, and it looks as if the as a protest against him and the things as a protest against him and the things for which he stands. The South tolerates, but does not like him, and it is only a question of a short time when several more Democratic strongholds will sur-render and haul down the flag of Jefferon and Jackson.

The picture is not an encouraging one to these who have in the past been proud of the principles and policies of Jeffersonian Democracy. What is now styled Democracy is nothing but Bryanism, and those who believe in principles rather than in any man have little to hope for in the future of the Democracy with Bryan deminant in its councils. It is my opinion that Bryan intends to rule or ruin the Democratic party. He has prevented its success the last 12 years and he will probably have influence enough to defeat it in the future, if it enough to detent it in the lottine, it is rebels against him and throws him over-board. If this is a correct diagnosis of the condition of the Democratic party, what should be done by its friends to save the patient? Will some one suggest a the patient? Will some one suggest a remedy? Perhaps Eddylson or the "Immanuel Movement" may have a balm for its healing. JEFFERSONIAN. its healing.

> Choute Set the Precedent. Kansas City Star.

Once when Thomas B. Reed was with the late Senator Wolcott of Colorado and Joseph Choate, Mr. Choate when asked to take a drink said he never drank, never smoked to excess and never gambled in his life. Wolcott, who was a sinner in every one of these lines, loked pathetically at Reed and said: "I wish I could say that," it," said Reed; "Choate did." "Say

WHAT IS DEMOCRACY'S FUTURE! WHO MUST PAY CURRENT TAXES! OFFER FERRY FOR \$14,000 As Retween Buyer and Seller, It De-

pends on Date of the Levy. PORTLAND, Feb. 25 .- (To the Edltor.)-Will you kindly settle a dispute. through your paper? Suppose A sells a piece of land to B before the 10th of De ember. Who pays the taxes on said land, A or B? TAXPAYER.

In the absence of an express agreement B will be required to pay the tax.

This is an appropriate time to remark once more, that The Oregonian has no interest whatever in "settling disputes, However, in any and all matters of genu-ine interest, it will spare neither time nor labor to ascertain and make public the

The general laws of Oregon provide: As between the grantor and grantee of has between the grantor and grantee of iny land, when there is no express agree-ment as to which shall pay the tax that hay be assessed thereon before the convey-nce, if such land is conveyed at the lime we prior to the date of the warrant author-zing the collection of such taxes, then the trantee shall pay the same, but if conveyed after the date the grantor shall pay them. This has been the law since 1854.

Taxes are due and payable when the levy is made and a warrant for their collection is delivered to the tax col-lector. They then constitute an encumbrance on the property. The seller could not convey clear title if he did not pay

In Mulinomah County, the levy and the delivery of the warrant usually place about the middle of January. year the warrant was delivered February 1. After that date, in the absence of an express agreement, the seller would be required to pay the taxes. In the case mentioned by "Taxpayer," the convey-ance was made before February I; the taxes were not then due and payable. I is apparent, therefore, that B, the buyer must pay the 1908 taxes.

Mr. Taft and Woman Suffrage PORTLAND, Feb. 25 .- (To the Editor.) Permit me to inform The Oregonian

readers that President-elect W. H. Tart said at the public meeting he addressed during his recent visit to this city, allud-ing to certain disfranchised classes in United States: "Of course ought to be allowed to vote." This state-ment was published in the local press reports at the time; and, as I recall the cir cumstances, no part of the address elicit ed more applause than this one emphati-This note is offered to Oregonian in reply to an "Anti-Suffra gist," who denied at the suffrage hearing in Albany, N. Y., that "Mr. Taft had ever expressed ABIGAIL SCOTT DUNIWAY.

Ninth Federal Circuit. CARROLLTON, Wash., Feb. 24.—(To the Editor.)—What United States circuit is this state in? Who is the Judge of the United States District Court of this B. M. F.

Washington is in the Ninth circuit; C. H. Hanford, Seattle, District Judge.

Yes.

PORTLAND, Feb. 25 .- (To the Editor.)-Could you kindly inform me through your paper whether the Oregon Railway & Navigation Company's shops in Albina are in the city limits? S. A.

OPEN DINING - ROOM WILL Y. W. C. A. Ready Tomorrow to

Serve Meals in New Building. One of the novel appointments of the opening of the dining-room of the Young Women's Christian Association tomorro is that pretty waitresses will be dressed in huntress green uniforms to harmonize with the wall coloring of the room. This costume will be completed by white caps and aprons. The room will be decorated with boughs of pussy willows and bunches of jonquils. There are few places in the city that can show a handsomer dining-room than the new Association building, and it is to take on special at tractions for this opening affair.

Miss Elizabeth Green, the lately-ar-

rived manager of all culinary matters.

has brought with her the latest ideas about good things to eat and how to them. She graduated in domestic SETTER science from Drexel Institute and has been an instructor of dietetics in Johns Hopkins Hospital, Baltimore, as well as a successful manager of a tea-room. She arrived about a week ago and has been on duty each day in the cafeteria Equally busy with Miss Green over ar-rangements for the big opening, is a com-mittee that includes: Mrs. A. H. Tanner, Mrs. L. A. Wandell, Mrs. H. S. Butter-field, Mrs. William Flack, Mrs. E. W. Jones, Mrs. C. W. Nottingham, Mrs. J. H. Barbour, Miss Ruth Drake.
This dining-room will be open to all ladies, and also to gentlemen who are accompanied by ladies, from 11:29 until 5 P. M., for after luncheon is over at 2, tea with light accompaniments will served. Every effort is being put forth to make the quarters of the association homelike. In order that the girls may get more service out of the building and its equipments cafeteria suppers will be

served there beginning March I, the hours being from 5:15 to 7 o'clock. The Hving-room with its plane and the library with its magazines and books, offer attractions for the evening hours. Besides its regular meals in tea-room and cafeteria for patrons, the associa-tion is going to serve banquets dunch-eons and teas for different clubs and

other organizations.

More Lincoln Stamps Here. The becond consignment of Lincoln

stamps was placed on sale in the main postoffice yesterday. The consignment consisted of 200,000 stamps. The previous lot of 8000 received a week or more ago \$101 premium, and the interest they pay was exhausted in a few hours.

St. John City Council Likely to Ac-

cept Terms Tendered. The St John Transportation Com-pany has offered to sell its ferryboat to the City Council for \$14,000. Its previous offer was \$17,000. The trans-

portation company in making this of-fer of \$14,000 has placed on file with the Council bills showing that this amount is less than the boat cost; but It was convinced that the city is de-termined to have a free forry, and that if the heat were not put down at a low figure the city would build and oper-

figure the city would build and operate a ferry of its own.

The Council believes it is wise to accept the offer, and has issued an order for a special election to vote \$14,000 in bonds to buy the boat. The purchase is considered advisable because under existing circumstances they would pay at least \$8000 in ferry tolls this year. There will be \$6000 in ferry tolls this year. There will be \$6000 in ferry tolls paid this year for hauling crushed rock from the crusher across the river for the improvement of streets. In addition to the crusher across the river for the improvement of streets. the improvement of streets. In addition to this there is an average of 5000 foot passengers. These figures are taken from the reports submitted each month by the transportation company. That amounts to \$250 a month, or \$500 a year, with teams added, \$2000. That means more than half of the amount asked by the transporta-tion company and would be paid to it in tolls this year.

WOMAN ROUTS DETECTIVE

Drives Secret Service Agent From Room With Ink Bottles.

TACOMA, Wash., Feb. 25 - (Special)-TACOMA, Wash, Feb. 25.—(Special F-Emitting a scream that was heard throughout the offices of the Hank of California building, Lottie Jefferies, arraigned yesterday before United States Commissioner McMillan, assailed Chief Operative Foster, of the United States Secret Service, and bombarded him withink wells, paste pois, paperweights and other miscellaneous objects near at hand, driving the Secret Service agent from the second and causing other spectators to

Earl and Lottle Jeneries were arrested as susplicious characters and on them was found \$50 in counterfeit money. After being overpowered, the woman began to cry hysterically and was led away to the

BOYS KILL S-FOOT COUGAR

Lads of 14, Armed With Small Rifles, Bag Big Cut. WALLA WALLA, Wash., Feb. 25.

WALLA WALLA, Wash, Feb. 25.—
(Special.)—Two youthful Nimrods, living in the mountains above this city, while on a hunting trip through the woods for squirrels several days ago were followed by a cougar, which, when finally detected by the boys, was killed. The bide of the beast measured over eight feet in length and was shipped to Waitsburg for mounting.

Although armed with light-bore rifles, these lads, who are not yet 14 years of age, managed to mortally wound the huge cat at the first volley, and as it was lying on the ground making frantic efforts to approach its killers, they rushed upon it and fired severs, they rushed upon it and fired several more shots into its body.

BLIND PIGS ARE RAIDED

Astoria Sheriff Finds Whisky and Beer in Cigar Stores.

ASTORIA, Or., Peb. 25.—(Special.)—A cigar store conducted by K. J. Hermunstadt, in the east end of the city, and one conducted by John Hanson, near the Hammond Lumber Company's bill, were raided by Sheriff Pomercy this evening und a stock of whisky and beer seized in

As these clear stores are located in "dry" precincts, it is expected the pro-prietors will be arrested for conducting blind pigs. Four more of the saloonmen indicted

for selling lidner on Sunday pleaded guilty today and were fined \$40 each, making a total of \$1000 that has been collected in fines in these cases.

HARRIMAN BUYS IN IDAHO

Belleved to Be Behind Purchase of Nez Perce Electric. SPOKANE, Feb. 25.—The Willamette

Valley Oli Company has purchased the Nez Perce & Idaho Electric Railway, now under construction, to connect Nez Perce and Vollmer, Idabo. This is believed to be a Harriman purchase, giving him acess to a rich field in North Central tl is predicted the new line will be

extended 12 miles to Forest, Idaho, to connect with the Lewiston & Southeastextended

Abandoned Crew Rescued.

John McNulty, nautical expert in charge of the local United States hydrographic office, issues the following notice to ma-

Captain J. A. O'Brien, of the American steamadin Northwestern, reports that in Hickembrook entrance, Alaska, passed through large fields of Ice, both going in and conding out. and conting out.

Also on February 14, 1999, in intitude 59 degrees 30 minutes north, iconique 130 degrees 10 minutes west, fook off the crew at the sloop Nugget, which was abandoned. The crew of the Nugget reports having signified a two-masted schooner dismassed in the same wichnity.

St. John School Bonds Sold.

THE WONDERFUL BALANCE SHEET OF THE STATE PORTAGE RAILWAY AT CELILO.

General Statement of Traffic, Earnings, Expense of Maintenance and Operation, From the Report of the Commissioners, for the Biennial Period, 1907-1908.

Date.	Quantities of freight transferred.											Ear	Cash	and s
	General merchandise,	Wheat (pounds)	Lumber (feet)	No cars switched	No. pass'gra, carried.	Grains, other than wheat (pounds)	Cement (pounds)	Machinery or hard- ware (pounds)	Cont (pounds)	Special commedities.	Powder (pounds)	Earnings	receipts.	d operation
December	220 500 201,100 32,000 75,18% 132,150 437,200			24 87 14 1 8 4 11 89 40 86	5	4,290	700	320		I launch 11-ch, 1 scow 1 scow 1 Vch, 2 sm. bts		\$ 68.85 03.00 140.20 173.55 250.73 40.17 0.13 40.8.77 0.13 408.87 0.13 608.87 0.13 0.13 0.13 0.13 0.13 0.13 0.13 0.13	\$ 914.05 18.75 20.760 420.65 273.00 41.02 48.10 20.756 858.60 63.40	428 50 455 144 617 90 870 24 603 33 752 85 985 94 1,950 90 1,842 90 1,265 40 820 48
February March April May June June July August September October November	16,280 144,127 618,820 283,340 455,635	66+235 1.061,922 580,275	24,810 61,180 184,957 67,287 78,456	21 4 91 56 24 69	9 8	10,400	1032 400 200	7,650 5,000		1 boat, 8 skiffs 4 boats, 2 horses, 1 houseboat	110,525	148.76 05.15 28.05 57.80 91.05 137.74 338.98 824.82 134.30 580.10	58,06 62,26 260,00 86,60 38,61 5,50 126,14 41,75 488,30 827,25	647.54 420.58 835.14 815.05 446.41 634.88 1,419.17 810.20 000.88 1,031.27
Totals	2,602,010	3,072,817	424.256	500	39/2	28,000	8356	13,980	6000]		110.525	\$5,008.00	\$5,694.54	\$18,535.91