The Oregonian

PORTLAND, OREGON.

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Bunday included, one month... without Sunday, one year... without Sunday, six months... without Sunday, three months... without Sunday, one month... (BY CARRIER).

Eastern Business Offices-Verree & Conk-its-New York, Brunrwick building. Chi-cage, Steger building.

PORTLAND, SATURDAY, NOV. 56, 1919.

WHAT ARE PAIR RAILBOAD HATES? An indignant citizen of Medford, Mr. Newbury, sends to The Oregonian a letter of inquiry as to why the express rate on two boxes of apples from Medford to Portland is something like four times the rate from Medford to Baker City, though the distance is Medford to Portland is 70 cents, according to the correspondent, and treme. from Portland to Baker City \$2.35. Plainly there is inequity and discrimination here. What has become of our justly famous State Railroad Commission? Is it possible that a single grievance of any shipper has escaped its eagle eye or disciplinary hand? A few months back, just before the ate campaign, that resolute and powerful body made a sweeping order reducing express rates in Oregon, and the companies meekly acquiesced. But it really seems that there are a few things yet to be done. The Commistion, which is not a perpetual board, hearing along about the election period is particularly acute, will likely enough be surprised to learn just now that every one is not satisfied with the recent stern regulation of the express companies. Why did this correspondent wait until after November 8 before it occurred to him that he had a grievance? It is no sufficient answer that his apples were not picked and ready for shipment. Plums were ripe then and were duly gathered, expressed and delivered.

The Medford shipper also has something to say about railroad rates, and the heavy tolls imposed for the short haul to Medford as against the long haul to San Francisco. Now he is contemptuously characterizes it, is an insurmountable reality. We have no purpose of being sarcastic in suggestthat Medford would have no trouble about adjustment of its rates if it were to move to deep water or deep water were to be made available there. It is a factor in rate-making that no railroad has been able to ignere, and no railroad ever will be able to ignore. It is a fact that the schedie of rates from Portland to San Francisco and from San Francisco to Portland by water is and must be the hasis of all rate-making between those Is or is not the railroad justified in bidding for the business at the make from Portland to San Francisco would be ideal, if the scale of the water haul; but in practice, it does not and cannot work out in that man-

The Medford writer will agree, course, that the railroad is entitled to fair return-a reasonable profit-on any haul, whether to Medford or to the seaboard. If the rates to Medford were to be fixed on that basis he would have no further reason to complain; but if, in that event, he found also that the railroad was taking through business from Portland to San Francisco for what it could get, would or should he also say that the railroad must not take the busine but must refuse it? In other words, would he insist that the rate to San Francisco from Portland should be adfusted on the basis of the rail rate to Medford and not the competitive water rate to San Francisco? We think he would not say so, though in effect that is precisely what he says in his letter. He would say, should say, that the rate to Medford should be a rate fair to Medfordidentical with the rate to other places similarly situated as to location, distance, and conditions. A reasonable rate to Medford is a rate that yields the railroad a proper return for its service.

There are perplexing and complicated aspects to the rate-making problem that have puzzled the most experienced and scientific experts of the The Medford contention is not new. It was made prominent by Spokane, which after years of ceaseless agitation procured from the Interstate Commerce Commission a decision lowered the transcontinental tartiff to Spokane, but distinctly recognized the principle of water competi-The rates to Spokane were too high because the railroads were charging Spokane too much, not because they were charging Portland, Seattle, or Tacoma too little. If the shippers of Medford are able to demonstrate that the rates from Portland or from any other point are exorbitant on their merits, they ought to have reand we hope they will get it. But Medford can hardly succeed any better than Spokane succeeded, by attacking the controlling factor of water competition.

FEATHER DUSTERS. A germ affont in the air is in his native element. He is master of the situation. No matter whether he belongs to the pneumonia tribe or tuber-culosis or what not, so long as he is flying about on the breezes he has the advantage. He will get breathed in or swallowed or will effect a ladgement in somebody's eye and in the end he will slay his victim. But when the germ settles down on the plane or the looking-glass he is helpless. He can no longer make wanton assaults upon unsuspecting humanity, but must lie and wait for some min later of death to set him affoat again. Usually this instrumentality of de-

Time was when the feather duster Coast road. The activity of the Hill or-miss, haphazard method of putting snuff-colored republics. struction is a feather duster.

held full sway in every household. Mothers raged with it from room to room dealing out doom to their husbands and children. The hired girl scattered more than Egyptian plagues upon her employers as she released he disease germs from imprisonment by its magic touch. But now the reign of the feather duster is pretty well over. It still exercises dire sway in Pullman cars. Death dances guily in those pestiferous palaces as he be-holds his sable ministers' advance upon the helpiese public armed with lethal dusters. Women wipe dust away with damp cloths and thus keep the germs imprisoned while they clean surfaces effectively, but male janitors cling to the ancient weapon of the King of Terrors. Some say they do it because they hate their own species and want to depopulate the world; others say they do not know any better. All vomen who live in flats and all men who inhabit office buildings aver that every janitor is possessed of seven devils. They probably exaggerate. Six would be nearer the mark, but there is much ground for the common report that there servitors are inspired by malignant fiends to wreak death upon mankind.

RECORD FOREIGN TRADE.

The trade balance which hung heavy against this country in the Summer has swung back in our favor but twice as great. The rate from and the October returns on our foreign trade are flattering in the ex-The exports of \$208,057,785 were the greatest ever recorded in a single month and, as they were more than \$84,000,000 in excess of the imports, the balance of trade which had shrunk to small proportions now shows for the ten months a total of \$125,000,000. This figure is small in comparison with the \$500,000,000 balance that stood in our favor for the same period two years ago, but it is such an agreeable change from what threatened a few months ago that it has had a decidedly beneficial effect on the financial situation in the East. This Improvement will be further enand which has in its membership a hanced when the November returns are Commissioner now and then whose completed for it is now a certainty bearing along about the election period that big gains in October will be well maintained this month.

Not only have the October figures broken the record for excess of exports, but this most encouraging result was achieved in the face of a failing off in the shipments of staple exports. There was, of course, a heavy increase in the value of the cotton exported, but the exports that made possible the new record were manufactured products which showed an increase of more than \$12,000,000 over the same month last year. This is further evidence of a change that is rapidly taking place by which we are destined to cease gradually to figure to any appreciable extent as an exporter of farm products. We are becomgetting on difficult ground. The er of farm products. We are becom-"bluff" of "water competition" as he ing more of a manufacturing country and are using more of our agri-

cultural products at home. The change is a welcome one and has an important bearing on the prosperity of the farmers as well as emplayes of the factories. All our wheat and corn now exported is not only obliged to stand the cost of a long voyage across the ocean, but when it reaches Europe it is immediately in ompetition with similar products from cheap labor countries in other parts of the world. This country as a whole will be a distinct gainer when we no longer have any wheat and corn to ship to Europe, for by that time our manufacturing industries will same or a lower rate? Or must it have reached a degree of prominence where they will not only be keeping a mileage or distance tariff that will the trade balance in our favor, but give intermediate points the advantage | also be supplying employment to vast a charge? This | numbers of workmen, who in turn will supply a market for the products through-rall rates could be made ex- of the American farms. Two or three actly the same as for the through months of foreign trade like that months of foreign trade like that shown by the October returns will settle the matter of an easy money market for at least another six months.

FROM SMALL BEGINNING.

The Oregon Railroad & Navigation Company, like its predecessors, the Oregon Railway & Navigation Company, the Oregon Steam Navigation Company, and the original "pool," known as the Union Transportation Company, is about to pass into railroad history and in its place will appear the Oregon-Washington Railroad & Navigation Company, a new incorporation, which is to take over all of the main lines and branches of the old system. The history of this great transportation company is inseparably woven with that of the State of Oregon. Begun in 1862 with a few small steamboats and a tramway between the upper and lower Cascades and abundantly capitalized at \$2,000,000. the Oregon-Southern Navigation Comnew Oregon Railway & Navigation Company, with a capitalization of \$6,-000,000, and with a considerable mileage of real railroad and numerous

steamers and steamships. More miles of railroad and more capitalization were involved when the Oregon Rallway & Navigation was eeded by the Oregon Railroad & Navigation Company, and now with some of the original incorporators of the Oregon-Southern Navigation Company still with us, there appears the Oregon-Washington Railroad & Navigation Company, a \$50,090,00 corporation with \$474 miles of track ramifying nearly all the best portions of Oregon, Washington and Idaho, Throughout its growth and changes of ownership and management this "Oregon" corporation has always retained Portland as headquarters, and all the products of the great empire which, first, its steamboats and finally its railroad trains hauled out of the country were brought to Portland. So long as the control of the great property remained in the hands of Oregon men, wito could understand the requirements and the possibilities of the immense territory in which it enjoyed a transportation monopoly, construction work kept well up with the demands

With the passing of the control to New York interests, this policy was in a measure abandoned, and, the field being left open, other lines appeared and diverted much business to Puget Sound. The roads leading across the Cascade Mountains could not, however, compete on anything near even terms with the water level grades the "Oregon" road, and to this fact was due the building of the North Bank road to Portland. The construction of that line had an immediate offect on the Eastern stockholders in the "Oregon" road, and to protect old issues at every election. They will their main lines, work was begun on the project which until this week was

forces also hastened the construction of the lines into Central Oregon.

It is a far cry from the teamers Carrie Ladd, Senerita, Mountain Buck and other diminutive craft, which comprised the line and equipment of the original predecessor of the \$50,000,000 Oregon-Washington Railroad & Navigation Company to the magnificent trains de luxe that now carry the passengers, and the 100-car trains of freight over the 2500 miles of track now under control of the "Oregon" road. And yet the possibilities for development in the territory are so great that the growth of the future will show changes fully as startling as those of the past.

THE IMPENDING SINGLE TAX. From U'Ren's "People's Power Letgue" comes the word that the single tax on land is to be presented in Multpomah County next election for enactment by the initiative, in pursuance of the law, just enacted, abolishing the rule of uniformity and equality of taxation throughout the state. This single (land) tax is to exempt land improvements, manufacturing plants, and personal property generally. The scheme was rejected by voters of the state in 1998, by majority of nearly 20,000, but now that Multnomah can be detached from the rest of the state, its supporters think

it can be established in this county. The single taxer and the Socialist are one and the same person. Indeed, single tax is agrarian Socialism. Both seek to strip owners of property of their possessions; to prey on the property others have created and gathered by industry and patient self-sacrifice. The single taxer would pile all taxes on land, so that the owner can get no use or profit out of it and will be compelled to sacrifice it. The Socialist would extend this scheme to all industry of production and distribution. single taxer contends that all property comes out of land; that as land is the producer of all things, its value is a "social product," created the needs and the necessities of ociety; that therefore, land should bear all the burden of taxation.

The single tax would exempt great part of the wealth of Portland. would exempt the personal property. the machinery and the improvements of the so-called rich and would load up the land of homeowners with big taxes. Besides, the value of this property that would be free of taxation is even more of a "social product" than is the value of land. Factories certainly acquire their value from the needs of society and would be worth nothing, would not exist, were population removed or those needs cut off. So also as to cattle and horses and houses; railroad trains and steam-boats; stocks of merchandise; poultry, dairy products and orchards; fine mil-

linery and fashion's shoes. These matters will be discussed in the coming time, for evidently the champions of single tax will try to force single tax upon this county. Their theory is that the sociallycreated values are the ones that should be taxed-which are, in their opinion, the values of land. But in civilized and densely populated communities all values come out of the progress of society. Many of these values which single taxers would exempt from taxation-minister to the luxury and the comfort of their posseasors more than do land values to the luxury and the comfort of land owners. The whole system of business, in which many non-land owners make money, is created by the needs of the public. Society institutes may buy materials and tools and machinery, and maintains a system of markets whereby he can sell his manufactured product. All the property gives of such business is to be exempted by single tax and land only is to be taxed, whose value, however, is less created by social forces than other values of things which are to be free of tax.

All this may be a bit prematurerhaps a year or too early, since the threat of single tax is not to be ried out, its supporters say, until 1913. But the subject has acquired a new interest and a vital one, since the constitutional barrier to the innovation has been abolished.

The only rational method of taxation, the best that men have ever devised, is that of levying upon all property, of whatever kind and nature, according to its actual or market value -equally and uniformly,

LOOKING FORWARD TO 1913. Colonel Roosevelt is not likely to get a unanimous call from any National Republican convention to be its candidate for President, and he does not expect it, of course. What he means when he said—if he has said to his friends that he is in a receptive mood is that he will take the nomination if they can get it for him. Perhaps they can and will get it, but not without an organized and aggressive fight.

The Republican party in 1912 will be confronted by an extraordinary dilemma. If it shall nominate Taft, Taft will lose the great Middle West. If it shall nominate Roosevelt, Roosevelt will lose the East. So it looks

The Democratic party has a great opportunity. It also has Bryan. It is in as awkward a fix as the Republicans. The campaign of 1912 is yet to be won or lost.

INTO THE 1912 INITIATIVE HOPPER.

The results of the recent election wherein the voters rejected twenty- other minor stunts-for which, prethree out of thirty-two measures are said by some persons to be an absolute vindication of the initiative. is rather an emphatic demonstration of the purpose of the people to prevent overuse and obvious abuse of genuine comic opera. been sufficiently impressed on the professional law-tinkerers and life-long devotees of particular legislative fads,

funcies and follies? Here we have already the promise-the certainty-of half dozen bills for initiative action in 1912. We are to have prohibition, female suffrage, repeal of the county tax amendment, making the single tax measure operative, county division, and several others. The list may be and will be enlarged indefinitely, so that the record of thirty-two already bids fair to

be badly broken Some day the people, through a Constitutional amendment, necessary protection about the initiative. It is inevitable. They will stop this business of bringing up the same require proper selection and scrutiny of measures before submission. They known as the "mysterious" North will cut out the helter-skelter, hit-

any kind of a measure, drawn in any FOUR kind of way into the legislative hop Then the people will pass on per. measures and questions they desire to pass on. Why should they have to determine any others?

The Rivers and Harborn Committee of the House will assemble at Washington next Monday for the purpose of getting the river and harbor bill in shape for a report to the House very early in the session. Washington advices state that an attempt will be made to keep the total appropriations down to \$39,000,000, but in that sum the Columbia River will probably be well taken care of both at the mouth and at Celllo. It is also stated that Grays Harbor will receive a lib-eral appropriation. Fortunately for Portland and for the entire Northwest, there is no longer any opposi-tion of consequence in the State of Washington to Columbia River improvements. Railroad activity in the entire region east of the Cascade Mountains is so pronounced that it has made practically the entire Inland Empire tributary to Portland. The producers naturally desire the best possible channel between this city and the sea, and will insist on their representatives working for Columbia River appropriations.

Five oil tank steamers carrying in the aggregate nearly 200,000 barrels of oil were discharging in this port Wednesday and Thursday and nearly all of them will return again next week with cargoes of similar size. Perhaps in no other direction is the industrial growth of the city more forcibly shown than in the remarkable demand for fuel. With a big fleet of oil steamers running into port with full cargoes of the new fuel and the usual number of coal cargoes discharging here, the scarcity of wood is more pronounced than in any previous season. Even the refuse from the steadily increasing number of sawmills is all being used for heating purposes at higher prices than have ever before been It seems strange to think of a fuel famine in a heavily wooded region like Oregon but had oil not been discovered in California great difficulty might have been experienced in securing adequate fuel supplies in Oregon, except at very high figures.

The Farmers' Union in this state will ask the next Legislature to pass a grain inspection law. No definite statement is made as to the kind of a law that is desired, but presumably something is wanted that will make the buyer accept the grading by a state official in preference to that made by the buyer. After an experience of more than a dozen years the Washington grain inspection law has proved practically worthless except to provide number of officials with good salaries. All payment for inspection comes out of the farmer's pocket and the buyer cannot be forced to pay an increased price for grain simply because it is inspected. Inspection does not increase the weight or improve the quality of wheat and the farmer who has a good grade of wheat will always get better prices for it than will be paid for poor stuff, regardless of what the inspector says.

Three items in the news of one day show the trend of investment. A New Yorker pays \$50,000 for fruit land near Medford, an Ohio physician leaves a lucrative practice at Cleveland to grow fruit at White Salmon, and a North Dakotan invests \$14,000 in a farm at Creswell. Climatic cona system of markets, whereby a man ditions are not the principal inducement, but they help.

> Immigration Commissioner Keefe voice to the wonder on this observant people coast who find multitudes Chinese who "no sabby Melican," although the exclusion law went into effect nearly a generation ago. In all those years even an Australian savage could learn English.

> Why is not today a good time to begin Christmas shopping? You can get several gifts out of the way after dinner tonight. Salespeople will not nearly so tired then as they will be three weeks from now.

Unquestionably the most direct, easiest and cheapest way for Great Britain to sound read public sentiment on woman suffrage is to follow the American plan. Let the males decide by ballot.

The center of youthful precocity must be shifting from the Old Bay State, for now comes a 19-year-old Marylander to give the Interstate Commerce Commission points on rates and rights. Roses in bloom in the open the last

week of November are no uncommon sight in Portland. There have been seasons without freezing weather when blossoms were cut as late as Febru-Another evidence of Oregon's rapid

growth is offered in the State Treasurer's report, which shows that public expenditures are nearly \$4,000,000

There is little danger of a tie-up of railway traffic. The engineers never strike, for the roads always "come through" before the time of trouble.

The college football season is over. Now for Caesar, geometry, "trig" and sumably universities are maintained. This week's events in Rio Janiero

fill a long-felt want among modern librettists by furnishing a plot for a With a baseball game in Havana on Thanksgiving day, the Americaniza-

tion of Cubs may be said to have begun in earnest. At Salem next week the Oregon Development League will sound the whole gamut of effective community

advertising. Mr. Carnegie gave away another two million Thanksgiving day. Mr. Carnegie's efforts to die poor are dis-

It seems that Hood River is holding two apple shows simultaneously: One in Chicago, the other at home.

The Colonel will strengthen his hold on the Far West by sloughing off Pinchot.

Restlessness is spreading in the

COUPLES

Wife Pulls Hair and Spouse Is Granted Divorce.

Four divorces were granted yesterlay morning by Circuit Judge Cleland. among them being one to Mrs. Belle Buehler, separating her from T. E. Suchler. She married him at La Grande, April 25, 1894. The Bushlers entered into a stipula-

tion whereby he is to pay his wife tion whereby he is to pay his wife \$720 a year, or \$50 a month, for the education of their i5-year-old child, Bassle, who is in a seminary.

Russell O Yates was given a divorce from Catherine Yates, because she threw things at him when she became angry. Besides, he said, she growled at him and pulled his hair. He married her April 2, 1360.

ried her April 2, 1908.
Edward J. Clark went home drunk the night after he was married, according to Sarah Helen Clark. He has been drunk on an average of three times a week ever since, she said. The judge gave her a divorce. She was married March 26, 1986. She resumed her former name, Williams. Anna E. Masters, who married Wil-liam Masters, at Schoffeld, Utah, April 15, 1886, was given a divorce. He failed to support her, and deserted in 1897, she said.

Loella Wagner brought a divorce suit vesterday against J. A. Wagner, whom she married at Salem, January 7, 1992. He deserted her October 24, 1906, she alleges.

BURGLAR IS SENT TO PRISON

Convicted Man Declares He Was "Doped" by Accomplice.

Frank Kall, 24 years old, was sentenced to the Salem Penitentias two years and a half by Presiding Circuit Judge Cleland yesterday after noon. Kall admitted that on November 1 he broke into Woodard, Clarke & Co.'s store, but he said it was because he was with another man, who had doped him. Kali was arrested the day after he arrived from St. Louis. He said he was never in trouble before and asked the judge to be lenlent with

Mike Miller and Dan Dubio pleaded not guilty to having assaulted Louis Eby, Intending to rob him. Their case was set for trial February 8.

Harry Martin was arraigned on a larceny charge and allowed 10 days in which to plead. Gertrude Blake pleadwhich to plead. Gertrude Blake pleaded not guilty to a charge of larceny by bailee. F. H. Lasher was arraigned on a charge of obtaining money by false pretenses and will plead Monday. O. Andrew Jackson pleaded not guilty to a charge of obtaining money by false pretenses. O. Rogoway was not sentenced yesterday, his case being continued until 2 P. M. Monday.

CIGARETTES CAUSE INSANITY

Guardian Asked for Man Who Gives

Cheap Option on Good Lots. Addicted for many years to the exessive use of cigarettes, which have contributed to make him insane, a guardian has been asked for Charles W. Smith, son of the late Joseph E. Smith. The perition for the appointment of a guardian was made in the County Court yesterday by Dr. B. E. Smith, of 521 Marshall street, a brother. The petition states that both Smith's parents were sent to the asylum heatings of insanity.

Smith's parents were sent to the asylum because of insanity.
Dr. Smith says that his brother and
himself, together with his brother, Milton G. Smith, and his sister, Lena B.
Smith, were bequeathed four jots in
block 205, Couch Addition, share and
share alike. The property is worth
\$50,000, he says. He complains that
Charles gave Henry Schulderman an
option on the property in May last for
\$9000, a payment of \$20 being accepted.
Dr. Smith says he and his relatives
heard of this option only within the
last 10 days. Judge Cleeton will hear
the matter December 8. the matter December 8.

ADMINISTRATOR IS PROTESTED

Brothers of Greeks Killed in Accident Petition Court.

The brothers of three Greeks who were killed in an accident on the United Railways line several weeks ago applied to County Judge Cleeton yearerday, asking that John Marandas be removed as administrator of their relationships the several tives' estates and that relatives be ap-pointed in his place. When the estates were probated, November 3, Hans Heid-Greek Consul, represented that there were no relatives in this coun-try. The brothers complain also that a bend of only \$500 was called for from Marandas in each case, while the amount of damages to be sought from the company in the case of each death is \$4000. Judge Cleaton set December 5 as the day for hearing in the matter. The estates are those of George Dimi-The estates are those of wastakas and Stavros George Anagnostou. The petitions yesterday were filed by John Dimitrou, Nick Moustakas and Petros Anagnostou. John Dimitrou waives his right to appointment as administrator and asks that Jim Dimitron be appointed. Petros Anagnoston asks that Nick Moustakas act in his stead. The Greeks dled October 26.

Painter Wins \$2000 Verdict.

Verdict for \$2000 was returned yesterday against the Portland Railway, Power & Light Company by a jury in the suit of Waiter Chomicz for injuries he sustained by receiving a shock from high voltage electric wires when painting the Morrison street bridge. He sued for \$15,000. Chomicz said the wires were covered with a dark substance and that he supposed they were insulated. But when he tried to crawl between two of them he received a between two of them he received a severe shock and fell 20 feet to the deck of the bridge.

Damage Suit Settled.

When court convened in Judge Kavanaugh's department yesterday morning to take up the sult of John Largon against the Oregon Timber & Lamber Company, it was announced that the case had been settled. Larson sued for \$20,000 damages because he was struck by a log while working on the company's roll-way near Mist October 25, 1988. The log was being pulled up by a cable, and was in some way caught, so that it came at him end over. The amount of yester-day's settlement was \$120.

Man Sues for Loss of Fingers.

Victor Rosen filed suit in the Circuit Victor Rosen filed suit in the Circuit Court yesterday against the Enterprise Planing Mill Company to recover \$10,000 damages for the loss of two fingers on his left hand. He says he was working September 17, 1900, planing lumber on a jointer. His left hand became caught in the knives, severing the index and middle fingers. He alleges the knives were exposed, when guards should have been placed over them.

Suit on Note Complicated.

T. A. Lewis is suing the Smith-Wagoner T. A Lewis is saints to a good to Company, before a jury in Judge Kavanaugh's department of the Circuit Court, for the recovery of \$100 on a note given by R. H. Vone to Lewis, and by Lewis to the company in lieu of a \$200 payment on a lot. The suit is a complicated one, and the jury is being given a chance to straighten out the taugle

Court Empowers Clatsop Sheriff to Sell Boats for Non-Payment

ASTORIA, Or., Nov. 25 .- (Special.)-Judge Campbell, of the Circuit Court, handed down a decision in favor of the defendant this afternoon in the case of the Callender Navigation Company vs. the Sheriff of Clatsop County. The suit was brought to restrain the defendant from selling the plaintiff's fleet of steamers for the collection of delinquent taxes on the ground that the home port of the company is at Knappton, Wash., and therefore its steamers are not subject she to taxation in this county.

In giving his decision the court said the evidence showed the real status of the property is in Astoria. It was true, he makes that for the same distance is 70 cents. suld, that the boats were engaged in interstate commerce, but the crews were hired here, the steamers lie up here when out of work and there was no when out of work and there was no evidence submitted showing that any of the craft had ever been in Pacific County.

court, "that one of the steamers carried the mail to Deep River, but the court has no judicial knowledge as to where Deep River is. The only Portland—326 miles—at 70 cents per where Deep River is. The only purpose of taxation is protection and purpose of taxation is protection and hundredweight, and at the same whatever state or county affords protection to the property in question is the to the shipper? Isn't there somether that should collect the taxes. The ecision of the court is for the defend-

The plaintiff gave notice that an appeal will be taken and Judge Campbell said he would make an order continuing the injunction in force pending the ap-

POTATOES VERY PROFITABLE

Three Acres on Twin Falls, Idaho, Tract Yield 895 Sacks.

figures which are illuminating.
On three acres which he has just harvested he gathered \$95 sacks, averaging 116 pounds. He sold 1500 bushels at 70 cents a hundred pounds, receiving \$630. In addition he has 75 sacks left Mr. Snyder planted three varieties on the three acres. One acre was planted with Delmany Challenge, and this brought \$245.42. One acre was planted in White Peachblow, and brought \$195.12, and the third sere in Red Peachbiow, which brought \$189.46.

The planting and harvesting were all done by machinery. Mr. Snyder formerly lived at Park, Utah, whore he was engaged in mining, and he had no farming experience previous to his removal to the South Side Twin Falls tract about four years ago

MEASURES GO UPON BALLOT

Papers Filed on Last Day, After Office Closed, Allowed by Court.

ASTORIA, Or., Nov. 25 .- (Special.)-Judge Campbell, of the Circuit Court, dissolved the temporary injunction this afternoon in the suit of G. C. Flavel and others versus the City of Astoria, an action to restrain the defendant from placing certain proposed amendments to the city charter on the ballot for the coming municipal election.

The suit was based on the contention The suit was based on the contention that, as the amendments were filed with the auditor while he was attending a council meeting, after the hours for closing his office, on the evening of the last day allowed for filing, the filing was thus filegal. The court held that when an officer is performing a duty prescribed by law it is mandatory upon him to receive unpers for filling at any

him whether or not he accepts them, but if he does accept the documents and takes them to his office, they are properly filed under the law.

HILLMAN INDICTMENTS STAND

Judge Donworth Overrules Objections of Rich Realty Man.

TACOMA, Wash., Nov. 15,-(Special.) -Federal Judge Donworth today over-ruled the demurrers to the indictment of Clarence Dayton Hillman, and held the indictments valid, refers only to the six indictments against Hilman personally, accusing him of conspiracy and fraudulent use

of the mails.

The court withholds opinion on the seventh indictment, which charges employes of Hillman with conspiracy to defraud by use of the mails.

A demurrer to Hillman's motions to quash the indictments was filed by District Attorney Todd. Hillman has been ordered to appear in court Thursday afternoon, Desember 1, to plead. of the mails.

Indians Hear Addresses.

CHEMAWA, Or., Nov. 25 .- (Special.)-The Chemawa Indians will have occasion to remember Thanksgiving day, 1910. which was celebrated at the school in the good old-fashioned way. At 10 A. M. the entire student body was assembled in the auditorium and exercises appro priate to the occasion were given. Ti President's and Governor's proclam tions were read, addresses were ma-by the members of the faculty, the pils, and by visitors. Among those address the Indians was Superintende Briggs of the Albany schools, whose talk made a strong impression on the red-men. The dinner at noon was the event of the day for the young Indians and was the realization of many days' looking shead. The day's festivities ended with the football game with the aggregation from Albany High School.

Collision Damages May Be Big.

ASTORIA, Or., Nov. 25.—(Special.)-Harrison Allen, of Portland, attorney for the Astoria & Columbia River Railroad Company, is in the city today to interview the owners of the ship St. Francis and the tug Meiville, relative to the damage sustained by the railway as a result of the collision of the vessels with the railway restle below Smith's with the railway restle below Smith's Point some weeks ago. He says the damage to the trestle was about \$2000, but the loss from the tying up of traffic for three days and the fines im-posed by the Government for the failure to deliver the mail will bring the total damage to a much higher figure.

Millhand Has Narrow Escape.

SPRINGFIELD, Or., Nov. 25.—(Special.)—The fact that the rollers on a planer in the Booth-Kelly mill here were set for heavier lumber than usual saved the life of E. M. Young last night. Young was caught by the hand between the roll-ers and drawn into the machine to the shoulder. The light tension upon the rollers, set for a thick piece of timber, saved the arm from being, torn from the body.

Pacific Alumni Enjoys Banquet.

SALEM, Or., Nov. 25.—(Special.)—A few of the Pacific University alumni were entertained at a banquet at the Hotel Marion last evening.

SEPARATE TAX ON FLEET WILL STAND DISCRIMINATION SEEN IN RATES Express Charges for Same Distance in

Oregon Declared Out of Proportion. MEDFORD, On, Nov. 24 -- (To the Editor.)-I shipped two boxes of apples yesterday from Medford, Or., to Baker City, Or. The price charged for shipping two boxes weighing less than 100 pounds by express to the latter point is \$2.95. Wells-Fargo's agent here informed me that their rate to Portland was 70c on the two boxes, and that the additional charge of \$2.25 is the charge made by the American Express Company from Portland to Baker City. There is less than two miles' difference between the distance from Medford, Or., to Portland, and from Portland to Baker City, yet the

We have been informed that our Railgation everything would be lovely and that there certainly would be no rate discriminations. But how is the Amer-"Testimony was introduced," said the | ican Express Company and the Oregon Commission to look into? If the rate at 70 cents from Medford to Portland is one on which Wells-Fargo can grow wealthy, why can't the American Ex-press Company afford to carry the same package the same distance for the same figure?

figure?

True, there may not be very much fruit shipped over the O. R. & N. via the American Express Company from Baker City or to Baker City; but the public is aware that it doesn't require extraordinary facilities to ship apples in small lots, and they are as a matter of fact shipped over the American Ex-TWIN FALLS. Idaho, Nov. 25.—(Special.)—Potators grow into money in Southern Idaho, That, at least, is what the farmets of the Twin Falls ment of small consignments of fruit. Then why the difference in price their 1910 crops. Houis A. Snyder, a farmer living one mile east of Twin Falls, has given the secretary of the Commercial Club at Twin Falls some figures which are illuminating. bundredweight will return a margin of profit on apple shipments a distance of 225 miles to Wells-Fargo, why will not the same figure return a margin of profit to the American Express Com-pany for the same distance? The ship-per has pretty good cause for belleving that \$2.25 for a shipment of two boxes of apples from Portland to Baker is nothing less than highway robbery. Can't the Railroad Commission get busy and look into these unjust charges?
There is something else in railroad

There is something else in railroad charges that the average American citizen cannot reconcile with the true idea of justice in rates. We are told in Southern Oregon that a carload of merchandise can be shipped from Portland, Or., to San Francisco, Cal., a distance of some 800 miles, for a less figure than the same car, containing the same merchandise, can be shipped over the same route from Portland, Or., to Medford, Or., which is less than half the distance. And when we compain about this, we are met with the bluff, "water competition," "short haul" and the "long haul." But we can't get away from the idea in our homely way of looking at things that the Southern Pacific is not running its railroad for fun between Portland and San Francisco and that it is not hauling freight in carload lots from Portland to San Francisco for a less sum than returns a reasonable margin of profit for the service, even though it is desirous of meeting "water competition." It doesn't haul that freight at a loss, and if it can afford to haul a carload of freight from Portland to San Francisco at a stipulated figure and make a reasonable profit, why can't it haul a carload of the same kind of freight 100 miles less than half the distance for one-half the price charged for hauling from Portland to San Francisco?

True, there are a lot of intricacies charges that the average American cit

prescribed by law it is mandatory upon him to receive papers for filing at any time, when presented.

If he is otherwise engaged, after the closing of his office, it is optional with him whether or not he accepts them, but a carload of the same kind of goods from Portland to Modford, 100 miles less than half the distance from Portless than half the history at any rate half the through charges, or \$50.

Can't the people of Southern and Eastern Oregon have redress of some kind from the outrages which are being perpetrated against them by the averages companies and the railroad express companies and the railroad

The people of Oregon, through the initiathe people of creating and the referendum check upon the Legislature, should be able to care for themselves in these particulars; and if our Railroad Commission is not clothed with the authority to right these wrongs after the Commission has made the necessary investigation, let

made the necessary invostigation, let us give it the necessary power and authority so to do.

"It is such iniquitous charges as these," said a bystander, as I paid the express charges on the shipment of apples, "that make Socialists."

GUS NEWBURY,

Detroit Free Press.

The happiest woman we know of is the one who has 21 Christmas gifts bought already.

FEATURES IN THE SUNDAY **OREGONIAN**

MAKING A MAN OUT OF THE BOY

New series of talks by Colonel John Sneed with his daughter concerning her baby. They are full of common sense and humor, both equally balanced. This is the keynote of Sneed's first conversation: "No, little girl, you can't start to work on this man-makin' business too early."

ETHEL IS INITIATED INTO FOOTBALL

May Kelly tells how Jimmy expounded the spirit and explained the details of the Thanksgiving game.

GREATEST EVENT IN

THE ROSE WORLD Rev. Spencer S. Sulliger con-cludes his account of the London Rose Show and tells of new va-

DO YOU HAVE A

lowed them.

WORKING MODEL? Mottoes that have won fame and fortune for the men who fol-

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