

The Oregonian

Portland, Oregon, Postoffice as Second-Class Matter. Description Herein Favorably in Advance.

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Eastern Business Offices—Vernon & Conkling, 100 Broadway, New York; 100 Broadway, New York; 100 Broadway, New York.

Portland, Monday, January 16, 1911.

COMING THE CONSERVATION BOTTLE.

It is usual for legislators to give greater consideration to the recommendations of an incoming Governor than to the advice of an outgoing Governor. It is to the new executive that the Legislature must look for favorable consideration of pet measures. Usually, too, the policies of the retiring Governor are well known, while outside of the main issues of the preceding campaign the policies of the new Governor are matters of interested speculation until the time of their delivery to the Legislative Assembly.

The Oregonian, therefore, deems it wise to emphasize the importance of one at least of the recommendations made by Acting Governor Bowerman. This recommendation, which was given in full yesterday in The Oregonian, deals with the conservation problem in a manner thoroughly in harmony with the prevailing sentiment of the people of Oregon.

Oregon does not question the great underlying principle of "conservation," so-called, but it does have a quarrel with those who, possessing vague notions of conditions in the West, have played upon popular opinion or prejudice with the word in an effort to bring about something that is not conservation. A policy that once, as the Honorable Bowerman points out, was inspired by the desire to preserve our watersheds, has degenerated into a system of paternalism under which the Government proposes to "retain the title and control of all mineral lands and available water-power sites."

It is even planned to impose a Federal tax on the development of water powers and coal lands—a tax that must of necessity be paid by Western consumers.

Lands withdrawn under this policy have included great tracts highly suitable for agriculture. Protests against this bottling up have frequently been met by the assertion that under the provisions of the Federal laws agricultural lands may be segregated for entry by actual settlers. But in actual practice the intent of the law has been controverted by the stratagem of the theorists in the forestry department. Money expended to acquire lands, shown by settlers to have been ignored and the lands sought to be converted into productive farms have almost invariably been "reserved for administrative purposes."

A grave absurdity in the situation is found in the fact that the state is expending money, money, indirectly, in furtherance of the harmful policies of these uninformed Eastern visionaries. This money goes to the support of the Oregon Conservation Commission, against which the retiring executive reads the following indictment:

"The Commission has performed little if any real service for the state, but, on the other hand, has added its influence to that of the present administration in preventing the development of the state and in the withdrawal of lands from entry and has accomplished nothing but the expenditure of money in the maintenance of a system of political patronage and the promotion of the interests of its dominant members."

The indictment is undoubtedly not directed at the individual members of the Commission, but is justly intended as a criticism of the influences that have warped the real purpose of the organization into an aid for political advancement, regardless of the effect such procedure might have upon the prosperity and development of the state.

The Legislature need have no hesitancy in adopting Governor Bowerman's recommendation that this Commission be abolished. Its policies have not been in accord with the recommendations of either the outgoing or the incoming Governor, and with the desire of an overwhelming majority of the people of Oregon. Money is ill spent for corking the bottle that contains so much of Oregon's resources.

It should not be difficult for the Legislature to make known officially the views of Oregon on matters of conservation. Oregon does not want long-distance interference with true development, nor its people taxed for the maintenance of a cumbersome bureau administered by soft-handed theorists. Its objections are directed at administrative policies which subvert the true meaning and intent of the laws and regulations pertaining to conservation, and not at a conservation that will protect its resources from monopoly and insure proportionate benefits to present and future generations.

According to the testimony of Andrew Carnegie, "the more capital does for labor the more profit the employer makes." Continued by the ironmaster stated that he had not had any strikes in twenty-six years. "I have not let any one," he explained, "have anything to say about labor but myself." Mr. Carnegie, employing labor in a business so well protected by unfair laws and discriminations that even at the highest-priced labor in the world it affords such colossal profits that he can with difficulty spend more than a small portion of his vast income, is not in a position to offer expert testimony regarding labor engaged in ordinary industries where the resultant profits of the labor are only legitimate and fair. No one grudges Mr. Carnegie's high-priced labor, or his low-priced labor, the comparatively small portion of the profits that falls to their lot, but it is the millions of consumers who are entitled to the credit for

the numerous libraries and peace, donations as well as the high wages that are supposed to prevail in Carnegie land.

A TIME FOR IRISH PATIENCE.

The Irish members of Asquith's coalition government wish home rule at once. But Asquith serves notice that the first reform must be that of the House of Lords. Theirs is the principle; the Premier's is the price of the abandonment of principle.

The Premier declares the "predominant and governing issue" to be "curtailment of the veto of the House of Lords." A dozen or a score of great causes, he adds, hang upon that issue. One of these is the Irish home rule, "in purely Irish affairs."

Does this mean indefinite postponement of home rule? Probably not; but it evidently means delay for some time to come. Right now the Irish will have occasion to exercise self-control and moderation. Theirs is the manly nature; they will need to hold steady. They will have to be patient and to refrain from bolting the programme. Their only hope of home rule lies in adherence to the Liberal coalition. Their only possible friends are in that camp.

Why the Irish provoke themselves equal to this emergency? Will they "refuse to play" unless they get what they want? This ordeal of Irish patience will be an interesting spectacle. Victory will be a new triumph in Irish statesmanship.

A MONTANA PENSION BILL.

The measure with which a bill adding about \$45,000,000 to the pension rolls of the country slipped through the House at Washington offers some hope that a pension bill possessing real merit, and now before the House, may meet with similar success. This pension bill, which has never appeared very strongly to Congress, provides a pension for men who were disabled in the life-saving service. If all the sleek, well-fed, rich old fellows who are now drawing pensions to which they are not entitled could be relieved of their unearned monthly installments of Government money, there would be ample funds for raising care of the men who have actually earned pensions.

A recent extended expose of pension frauds by a prominent magazine contained numerous photographs of men who were drawing pensions for total disability, and who were at the same time receiving large salaries for their services as engineers and other professionals. The number of patriots for pay discovered by this magazine was so great that one can hardly question the charge that there are thousands of similar cases that might be unearthed if determined efforts were made to stop the frauds. With the life-savers, the cases of the men who have been a brave man to assume the risks that are the essential part of the work, and a brave man would not as a rule be seeking a pension to which he was not entitled and which he did not need.

The Lifesaving Service has become one of the most useful and valuable features of the work of the Government. During the year just closed the men in the service saved or assisted in saving ships and cargoes of a value of more than \$10,000,000. In these disasters 77,000 lives were in jeopardy, but, due largely to the efficient work of the Lifesaving Service, only 43 lives were lost. The work involves great hardship, and the men grow old or are disabled at an age when, in easier walks of life, they would still be in their prime.

Thus far the only provision on the pension order that the Government makes for the life-savers gives men who are injured while engaged in their full pay for a year, but never in any circumstance for more than two years. As pay is insufficient to admit of any great saving, old age finds most of these heroes objects of charity instead of the care of those whose property and lives have been saved by their efforts.

THE NEW TIME'S PROGRESS.

Never before, in this Northwest country, were opportunities for hand and brain so varied. Some persons may find difficulty in fitting into this new growth that is now pressing forward. In every country and in every time there have been such. But at no time in the history of Oregon and Washington has such variety of employment presented itself to residents and newcomers.

New vocations and in animal husbandry activities are multiplying. New lessons of fruitgrowing are continually impressing themselves on our people. The grape, the peach, the strawberry, the apple, the pear, the cherry, each and all are contributing to the progress of the country as would not have been thought possible ten or fifteen years ago. Soil, altitude, moisture of each locality are coming to be understood in their differing conditions. The business of dairying, though not growing as rapidly as the people's needs for its products, is constantly improving. Breeding of sheep, cattle, goats and hogs makes steady gains. Also that of poultry. The country's business in manufactures shows steady expansion. More and more the population is consuming the goods of its own factories. New railroads are opening up new localities, each of which will turn its wealth into the general store and will be developed along the lines of its own best productive power.

A thrifty people is one that has no wants that it is unable to satisfy. A people that turns more resources to account is one that has the highest place in the world's prosperity. Resources are not thus wasted; they are converted into human comforts. But a people that must depend on imported goods is poor indeed. It does not get ahead. It is lagging in the world's procession.

Oregon and Washington are depending less and less on importations of produce and fruit from California. They are canning more and more of their own products of orchard and garden. Their furniture factories are supplying their homes. Their own clay is burnt into bricks and tile. Their own shops are making their engines and machinery. Their woolen mills are enlarging their product.

All this is causing the country to make fast gains. So little of this work was done here in the olden time that the country's progress was slow. The early citizenry, however, had to live to see the buzzing hives of industry that they pictured in their dreams passed to the undiscovered country with their pictures unrealized.

It has taken 60 years of toilsome growth to create in these two states homes and sustenance for the 2,000,000 people. Slow, unexpectantly slow, the early progress was. Now, however, the growth is fast. The 2,000,000 population will be doubled, tripled, in but a fraction of the long period that has passed.

There are opportunities for purposeful energies in this country in more than a hundred number than ever before. But the men and the women who come here to take up tasks should be equipped for what they undertake to do. The "immigration" that comes simply for a "change" or thinking that life here may be less laborious than elsewhere, or that, in spite of shiftlessness, there will be some way to "get along," will be sorely disappointed. But the immigration that has willing hands and is not too proud nor too firmly planted

on its "rights" to delve into the hard tasks; that applies prudence, foresight and industry to its labors—this kind of newcomers will be richly rewarded.

The early inhabitants of Oregon and Washington dreamed of the big doings of the present day a quarter of a century ago. When Henry Villard, at that time, offered the people here the fruits of his railroad genius, their enthusiasm surpassed that of the people of the present day. When the Oregon Short Line and Union Pacific and the Southern Pacific made connections with the coast, the heart was without asm again. But after each of these great exploits the country still lagged. Progress was still slow.

Now, however, we are fairly entered into the new time. It is an opening that thrills our people, pioneers and newcomers. This country has a self-dependence and a self-reliance that it never had before.

HARD ON OREGON PROJECTS.

Between Senator Carter and the Army board, Oregon irrigation projects suffer rough handling. Senator Carter's tender sensibilities are much stirred by accusations of lack of "faith, if not integrity," against those charged with the management of the Reclamation Service at Klamath, and he declares in substance that the Klamath project "never should have been undertaken by the Government."

Senator Carter's idea of a reclamation project that deserves generous support is that it shall be located in Montana. His conspicuous success in persuading the Army board to the same view in its distribution of the \$45,000,000 reclamation fund would appear to show that the Montana definition of a meritorious reclamation scheme has powerful approval.

Yet Senator Chamberlain, who is also a member of the Senate irrigation committee, could do little or nothing for Klamath or for West Umatilla. Did Carter bamboozle and hypnotize him, too?

The railroads complain that they are being taxed too heavily and that they are not receiving rates in keeping with the services they give. Every day the rate on coal is being raised. It is interesting to note that of eleven prospects of magnitude mentioned five are in Oregon, and that two others have Oregon companies behind them. In this list are named the proposed Springfield electric power plant; improvements at the West Coast mines at Bohemia; the proposed irrigation of \$150,000 for improvements to the Portland Gas & Coke Company; the bond issue of \$30,000 at Falls City for water works; the letting of contract for an auxiliary steam plant by the Mount Hood Railway & Power Company; the new generating plant in Chehalis to be built by a company having headquarters in Portland and the plan of Barr Bros.-Rogers Cutlery Company, of Eugene, to build a plant at Palo Alto, Cal.

Tobacco growers in forty counties in Kentucky have voted to abandon this year's crop of white burley tobacco. This action is taken for the purpose of decreasing the supply and increasing prices. The territory involved is that in which the night riders have been quite active for the past three years, and presumably if some Kentuckian of the Daniel Boone type attempts to prove this is a free country by putting in a crop of tobacco he will be murdered or maimed in retaliation night-riding style. There is good soil in Kentucky, and it will produce crops other than tobacco. Perhaps some of the tobacco men may get in a crop of something else this year that will pay so much better than tobacco that it will no longer be necessary to grow the weed; and thus invite the attacks of the cowardly night riders.

Little by little baseball magnates are getting common sense beaten into their heads. The latest manifestation of the phenomenon is a rule that umpires' eyes must be examined. They need it. Oh, how many, many times in Portland last season were the California autocrats' noses with wasteful hands, and how often the umpire must be inspected. An umpire might be onto his job all right Tuesday, but suppose that night he looked at the electrolux several times through the bottom of a beer glass. Would his lenses focus accurately at Wednesday's game? It is a good idea to plan to test the eyesight of players also. Baseball everywhere is profitable, so why not each club carry an official oculist on the aggregation's payroll? Then if the home team loses, mob the eye doctor.

The United States has the greatest warship afloat. The Arkansas, which was launched at Philadelphia Saturday, is a monster of the sea. Her armament she gets busy with all her equipment she can throw about 11,000 pounds of broadside shot. The vessel is of 26,000 tons displacement and will carry eighty-five officers and more than 1000 men. Unfortunately for Uncle Sam, the glory of having the greatest battleship afloat may not rest with the Arkansas. The battleship is only 60 per cent completed, and probably by the time the other 40 per cent has been attended to some of our foreign neighbors who are racing each other in the big-ship competition will have launched a still greater craft.

"Now that Oregon is entitled to another Congressman, The Oregonian writes both Congressmen to come from the Willamette Valley," remarks the Malheur Enterprise. It may not be worth while, but The Oregonian will endeavor to enlighten the Malheur paper to the extent of informing it that Oregon now has two Representatives in Congress, and under the reapportionment will have three. The Oregonian has, moreover, made no suggestion that "both" or all Representatives come from the Willamette Valley, or anywhere. It is indifferent. Though it naturally desires that they come from somewhere in Oregon.

This Government is too easy with its wards. A bill in pending to allow the Apaches held at Fort Sill to return to the reservation. Of course they can do no more killing of white settlers, but release from prison will lessen punishment, and that is what should not be done with an Apache.

The two-score people who spent four days comfortably in a Great Northern train in Montana, snowbound and the mercury at 58 below, learned something of modern railroading.

Testing the eyes of National League umpires will provide men who can sidestep when an indignant runner "sees red."

Butler Ames, old Ben's grandson, has the proper blood to welcome a controversy with the Colonel.

QUESTIONS FOR SINGLE-TAXERS.

Why Not Be Content With Present Great Growth and Prosperity? PORTLAND, Or., Jan. 15.—(To the Editor:—The recent discussion on "Single Tax" between Messrs. Cusick and Himes, found on the editorial page of The Oregonian, has interested me, and I have hoped to see more of it.

Mr. Himes says: "It is not the purpose of single tax to place all taxes on land, but on land values, found largely in the location of a home, school, station, and franchises which are land values held by public utility corporations."

Does he mean, for instance, that vacant land adjoining land on which stands a skyscraper should be taxed about the same amount as the owner of the skyscraper pays? That the owner of a factory, or a hotel, or a store, should pay as much as the owners of these? That an employe trying to save up enough to pay for a couple of lots on the corner of a home should pay the same as his employer who has a fine home nearby pays on the same number of lots under his improvement?

Would he try to force the building of improvements to make land pay, regardless of the financial condition of owners or whether they (the improvements) could be made to pay, in competition with properties already built? Would he force heavy toll from owners of a franchise before the user of the franchise could be made to pay, or wait until it did pay?

Would capitalists loan money on improvements and enterprises thus improving and enterprises thus improving? Would people want to buy land under such conditions? If not, which way would the value of land go, and how would the people who would go to the land and could it be used to pay public bills?

He says there would be "impetus to houses and other city land values." Also "the so-called single tax would check speculation and discourage land monopoly." How both these?

Under a system of land-value tax there is much poor land in Oregon now taxed because it is in private hands, that should not be in private hands, as it has no rental or use value.

Who owns these worthless lands? Speculators? How about the value of a town lot? Could not be made to pay, or was of no rental or "use value"?

He says: "The agricultural class will have nothing to fear; the values are not in the country districts, but in the cities; the farmers will be relieved of some of their unjust burdens."

If the values are not high in the country, how can the farmer get \$100 to \$200 per acre and going higher? Lo the poor farmer! Can he now raise enough to supply the demands of his city brethren? Mr. Himes writes further, that "for the benefit of all the sloven and advice of James J. Hill, 'Back to the land,' should be given. If the people were to go to live in town, what would they buy high priced land and equipments with, and who would they sell their produce to if the cities were half depopulated, and the producers ten times as many as now?"

Portland and vicinity are a fair criterion by which to judge the whole West and Oregon. We are building all the dwellings and business blocks that the growth of the country and city demands. However, the people are not all rushing to banking on the property and stability of things as they now are and may continue to be until unwise people may, through the agency of the making under the initiative and referendum disrupt things.

How would it do for chronic agitators to let well enough alone for awhile or until there is a slight reason for complaint and not be continually trying to get in contact with some one to cuss or cuss them. G. B. TUCKER, 1533 Pike street.

Reply to Mr. Cusick.

PORTLAND, Or., Jan. 15.—(To the Editor:—Friend W. A. Cusick has some queer ideas of the single tax that I cannot believe that any sane person would give for the space devoted, and not wishing to trespass too greatly, allow me to point out some of them exposed to the public in my newspaper of January 15th.

"Above ground" property: What on earth does friend Cusick mean by that? I never used the term. I never heard of such a condition used, but as he says I presume somebody did. No one in Oregon has ever proposed such a definition in any law that the writer ever heard of. Is Cusick's idea that the single tax is a tax on the cellar and foundations and not the house, the hull of a ship below the water line and not the sails? Absurd!

But he is the proposition of the land value tax measure that will shortly be placed before the people of Multnomah County. Except all improvements or personal property from taxation; tax all land values, timber, mineral wealth, rights of way, franchises of public corporations. This would not cover whether a tree grows below or above the ground, or whether a machine was in the cellar or the attic.

Another queer use of English afflicts friend Cusick when he talks of the tax on the State of Multnomah County being increased by \$100,000,000. In 1909 all the taxes of the county amounted to \$1,344,000 in round numbers. The tax burden by exempting improvements and personal property could not possibly be increased to \$100,000,000. He probably means that the taxes on the latter sum would be added to the present tax on land values. In accordance with calculations made from the official returns by the best real estate and actuary figures in no case would the taxes on land values of the county be doubled in any county in Oregon, although in some cases the taxes on idle lands would be so increased. The working and producing people of Multnomah County follow: Government and Post-Office men, pay \$7,500,000; all the county taxes of Multnomah in 1909 amounted to less than \$1,000,000. The land speculation paid over \$50,000,000 too little, was both in other countries.

If the large land holder with no improvements is assessed more, he will sell to someone who will use, or he will pay a tax on his actual land values. The tendency of a tax on land values is to put a premium upon use.

The farmer on the other hand actually uses his land, and always has, and everywhere has, a great amount of capital invested in improvements. The effect of a land value tax is to encourage him to improve his land, to build up and beautify his home. The more he does so the better he is off. The speculator selling his lands will sell to those who will use and develop the land, and the land value tax question lays with those who now tax the worker for his industry and thrift.

Former Traffic Man Points Out Difficulties Encountered.

PORTLAND, Or., Jan. 15.—(To the Editor:—I have been asked to become a permanent East Side resident of this city and having severed my connection with the Twin City Rapid Transit Company, with whom I have been associated in different capacities for nearly 17 years, the frequent letters by the people and articles criticizing the street railway service in the city have led me to make a study of the local situation to see if my judgment on the serious difficulties that have been pointed out by the people could be improved and perhaps offer a suggestion to the local company in this line which, on account of my experience, might perhaps be taken kindly.

In the Twin Cities we held the safety of the public to be of the first importance and then came the maintenance of cars on an equal headway. I am sure that the local company, to its own interest would consider safety first but to a casual observer it would seem that maintaining time schedules was the last of the extra service. I have seen many people who must depend on the cars being on time in connection with their criticism, because there can never be efficient service unless the cars are on an equal headway. From experience I know a time schedule cannot be put into practical operation as long as cars as well as everything else are held up on the minutes on account of opening of the bridges.

Take, for instance, a line operated on a ten-minute schedule. If a car on the line is held up on the bridge for five minutes, the congestion resulting from opening the draw that length of time would, during rush hours when team travel is heavy, cause a delay of ten minutes, which would give it an overload causing it to lose another ten minutes before reaching the end of the line.

Service would have 30 minutes headway with people jamming and crowding the first car while the others would be comparatively empty. The extra service would be to turn back before reaching the terminal of the line.

Now that same car may be held at some other time of the day when traffic is not so heavy and only lose whatever time it would take to open and close the draw and still be able to take care of the extra passengers occasioned by such a delay.

It has also been my experience that whenever cars are behind time the danger of accidents is much greater. Therefore it is only reasonable to believe that the company should, in order to avoid accidents and criticism by the public on account of late and bunched cars, make over the greatest opening of the draw and still be able to take care of the extra passengers occasioned by such a delay.

I have also heard the people criticize the company for turning cars before reaching terminal. However, if the cars are to have to change from one car to another it is the only way to get back to an equal headway. Now I do not know this to be the fact but have heard it from the residents of Portland that there are the same number of bridges crossing the Willamette at the present time that there was ten years ago and that the recent increase in population during the same period over 100 per cent. It is very evident that either you had too much transportation or that you had too few bridges ten years ago, which is hardly probable judging by my experience with municipal affairs, or you have no adequate facilities to handle the people that you had then.

It is hardly fair to compare operating conditions here to those existing in Minneapolis, as the streets are very narrow, the cars are very small, and the population is only 200 feet long, as against from 400 to 500 in Minneapolis, necessitating frequent stops to have to change from one car to another. But a few minutes more running time would hardly be noticeable if the headway could be maintained particularly during the two hours of the day when bridge traffic is held.

It seems to me that some compromise could be arranged between the local company and the navigation companies whereby the bridges could be closed say between 6:30 and 8:30 A. M. and 4:30 and 6:30 P. M. which would remove the greatest obstruction to the cars and contend with as it would also remove the best excuse the company has to offer for not maintaining a better service.

In conclusion let me state that I am now connected with this or any other street railway company but have entered into business for myself. CARL O. DEWILSON, 24 East Washington street.

Roster of Washington Officers.

WHITE SALMON, Wash., Jan. 14.—(To the Editor:—Will you please publish in The Oregonian a roster of the State of Washington, also the Senators and Representatives in Congress from Washington. A large number of eighth grade pupils are to take the examination on January 15th, and that question is frequently asked. Your compliance will be greatly appreciated. A. E. WOOLPERT.

The state and Congressional officers in Washington, not including department heads or commissions appointed by the Governor, follow: Governor, E. B. Taylor; Lieutenant-Governor, vacant; Secretary of State, I. M. Howell; Treasurer, John G. Lewis; Land Commissioner, E. W. Ross; State Auditor, C. W. Clausen; Attorney-General, W. P. Bell Insurance Commissioner, J. H. Schively; Justices of Supreme Court, R. O. Dunbar, E. H. Rudwick, M. H. Crow, M. F. Gose, W. M. Morris, E. N. Parker; United States Senators, W. L. Jones, S. H. Philips; Representatives in Congress, Will E. Humphrey, W. W. McCredie, Miles Polk, Dexter (Congressmen-elect to succeed McCredie are: William L. Stanton, Warburton, William La Follette).

Building Restrictions.

PORTLAND, Jan. 12.—(To the Editor:—Please inform me through The Oregonian if there is a limit to the height of the buildings to be erected in Portland, and if so, how many stories may there be in one building? It is true, if the city has any law which a person or persons can erect a structure of more than 20 floors? A SUBSCRIBER.

The recently-adopted building ordinance restricts the height of business blocks to 150 feet and 12 stories.

Parcels Post in Europe.

PORTLAND, Jan. 14.—(To the Editor:—Regarding parcels post, for which a great part of opposition has come from dealers, I wish to say that in Europe small and large dealers are those who use most the parcels post system. Practically the people order whatever parcels they want through their dealers, as it saves them time and trouble. In fact, the parcels post is as good as if they ordered directly and the dealers make their commission. I. E. N.

OREGON WOOL AND OREGON APPLE State Has Equal Opportunity to Be Famous for Its Textiles.

PORTLAND, Jan. 14.—(To the Editor:—Nothing has ever taken me back to old England in the last 37 years, as did the sheep show. While walking around among the beautiful sheep, it seemed to me I was in the cattle market of one of the country towns of England on a market day. Especially so when I got to the Cotswolds I was right at home, as the Cotswold Hills (the home of the Cotswold sheep) are only 16 miles from the old city of Gloucester in the west of England. I say, I have seen a lot of sheep in England but never saw a finer bunch than at the Oregon show.

I was much interested in the remarks of the Judge of the show, who said that Oregon's climatic conditions and soil were so well adapted for sheep and woolgrowing. I thought at the time that the Judge was right. For this good reason to Oregon. Had Oregon only a bunch of poor, mongrel sheep on show, being allowed to run wild, perhaps the result would have been different. The same Judge would most likely have said, "You can see by the wool of these sheep that Oregon is not adapted to the growing of wools." Nothing has advertised Oregon more than her fruit, especially Hood River apples. Now, it is not only the apples that are famous for their quality, but the honest way of packing them. When one sees the brand he has confidence that the apples are all right, and that the old brag of a stovepipe down the center of the barrel is not true. The apples has not been worked on him. This gives the purchaser confidence, and confidence creates demand, and as supply cannot keep up with demand, the price of an article is one of the big reasons why the East and Europe give the big price they do for Hood River apples. The woolgrower should consider conditions the credit that he deserves as one of the best fruitgrowing sections in the world.

Now, wouldn't it be nice if we could hear from the woolgrowers of the West? Experts admit that our wools are good. Mr. Francis, the Philadelphia expert, a year or so ago admitted that the wool of our country was as good as the soft water from our beautiful mountain streams, were not to be excelled at least in the United States.

"Why we get to making wools or worsteds, and the result is that we are known as the best place in the United States for the manufacture of textiles, and then will be the time that Oregon will be able to produce goods of the same quality as that made in less favored sections of the country.

Western Oregon conditions are equal to the best in the world for manufacturing first-class goods, and as our fine conditions will only show themselves on good grades, as it does on the extra grades, we should produce about us and produce such goods, the quicker will we be able to keep a great deal of money at home that now goes to Europe for cloths to be worn in Oregon.

How nice it would be to have a man come up to you and say, "Jim, I like that suit you are wearing. Is that made in Oregon? I would like to be able to say to him in answer, 'The goods in this suit was made right here in Oregon; from wool grown in Oregon, and the climate and water cannot give any fair chance to show the world what our fabric is made of. It is a woolen fabric as well as growing fine apples.' I am, yours respectfully, CHARLES COOPEY.

THE DINER IN THE CAFETERIA.

Annoyed One Complains of Wordy Menu Assaults by Servers.

PORTLAND, Jan. 13.—(To the Editor:—"A Diner" (or he) states in The Oregonian of January 12, that he has had a number of dinners at the diner, and also seems to think there is but one side to this question. Like many other questions, it occurs to me that there is another side to it.

I have seen many a man pass through the "chutes" at a cafeteria without uttering an unnecessary syllable, and many another who, for some reason or other, had had a chance, but one seldom has a chance to get through so easily. By the time he has gathered up the various unhelpful things, he is ready to make an onslaught upon sundry wands, the first server behind the counter, the one with a white suit, a tall white cap, and a friendly smile, who, in a friendly way, makes rapid and bloodcurdling rasping look upon his face, asks with a long-drawn-out "How do you get on?"

"Roast beef-mutton-pork-veal and bacon-tongue-corned beef and cabbage-sausage; home-made sausage, sir; with home-made gravy."

Perhaps you had an idea when you entered the place of what you wanted, or perhaps you might have gotten an idea when you saw the smoking meats; if you did you will have in your mind what you want, and you will no longer be able to hang onto an idea, and if you are an ordinary man you will be startled into uttering something in reply to what you will almost invariably expect something you don't want.

"On you go." "Mashed potato-cornbread hot rolls-soup" says the deacon dressed in a purple and gold uniform, and you were left to yourself you would have no trouble in at once selecting and saying exactly what you want; but the same old "How do you get on?" and that abused creature causes you to glance around nervously to see if the line is bearing down upon you so rapidly it cannot be stopped and you run out hurriedly. "Gimme some hot rolls." You wanted some of those mashed potatoes with gravy, but were too confused and frightened to know how to say so, and as it goes on down the line of vegetables, pies, puddings and cakes, you know what you want if you only had time to think, but the name of the various kinds of food are continually ringing in your ears and you can't think any more than you could stop to read a book on a battlefield.

It is a pity to say that if the ordinary person were left to himself, given a chance to select and say what he wanted, the servers would not find out a very bad customer. It is hardly possible they create some of their own troubles. And then, we should all follow the golden rule, you know. A DINER.

Farmers Building Fireproof Homes.

Indianapolis News. "The Mutual Insurance Companies' United Farmers Association made up of organizations which protect thousands of Indiana farm homes from fire losses, met recently." George V. Kell, of Tulsa, president of the association, made his annual address.

He said one good result that is coming