je Oregonian

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RTLAND, THURSDAY, FEB. 16, 1911.

TAPTS MASTER STROKE.

President Taft need not be disturbed the fact that the Canadian recicity agreement was passed through e House by the aid of Democrats and at the Republicans were divided and structed; nor by the fact that the rangers as a body appear to be a excited over the situation; nor the fact that the insurgent or proseive Republicans, so far as they pported him at all, were half-heart-and uncertain. The country is with President Canadian reciprocity is e winning stroke of his Administra-It does much to repair blunder of the Payne-Aldrich it does more to show that the esident has ceased to seek and take ybody's advice and has started out idly through his own initiative, redless of the appeals of the interests and the clamorous considerations of the politicians, to perform a statesmanservice for the consuming masses of the country.

In his reciprocity message to Conss the President said that "a farthted policy requires that if we can large our supply of natural resources especially of food products and essities of life, without substantial jury to any of our producing or anufacturing classes, we should take e steps to do so now." He would ake a trade agreement mutually adentageous to both countries and one "also would be broadly National a its scope as applied to our own untry and would be of benefit to Yet we find the farmers nd the lumbermen and the others he think they will be affected by e agreement still pressing their own terests, or supposed interests, against the wider and more general welfare of the country, under the belief that the opening up of the markets of the nited States must inevitably lower orices and as a consequence their They have not yet been able escape from the old dogma that there can be only one party to any ansaction that makes a profit, for ev do not understand that the most healthful conditions of commerce arise from the prosperity of all and the ual opportunity of all for benefit. The essence of successful barter and ade is that all shall have a reasonable margin of profit, or a fair opporfunity for profit.

Are the lumbermen of Oregon in-jured by the unrestricted flow of trade brough its unimpeded channels beween the states? Are they benefited by the lumber duty at the international line? If they are, they will be still more benefited by an embargo against to announce that the demand is met by their competitors in Washington. Yet Saturday night. estriction of competition or limitastates to enter equally all markets. So with the farmer. No one proposes, or thinks of proposing that the butter of ar eggs of lowa, or the wheat of club spirit conducive to health, washington or Idaho, be denied an strength, vigor and same physical conopen market here. It would be preous and intolerable, for everyone knows that Oregon would not get far in the modern world of commerce trying to confine its own trade to Why, then, will the introduction of the products of Canada, and the opening of the Canadian markets to our products, not lead to greater on as well as to widened

It has not escaped the attention of the country that the faction of the Republican party which "stood pat" against reciprocity is the same element that urged the President on to the initial mistake of the Payne-Aldrich This is the high-protection wing of the Republican party, which at the last National Republican Convention made profuse promises of revising the tariff, and after the sweeping triumph of the succeeding Presidential election was pleased to construe the platform pledge as permitting Congress to revise the tariff, but not necessarily downward. The Taft Administration has ample reason to remember the speedy retribution that followed this fatuous course, and it will not make that mistake again. Nor will it willingly make the error of passing Canadian reciprocity over to a Democratic Congress, for prompt rati-fication. It is clear that, if the present Congress fails to act, the coming Congress will selve the opportunity to promote free trade with Canada. President urges the Republican Concountry on its record of approval and of Canadian reciprocity.

BY RAIL TO CENTRAL OREGON. The people of Madras yesterday cele-

brated the completion of the Oregon Frunk Rallroad to their ambitious city. From this temporary terminus the road will push on south through new and productive territory rich in traffic sublittles. Almost simultaneously with the completion of the line to of the minority. Madras the same combination of capital that is rushing the Oregon Trunk into Central Oregon will have completed tunneling its way into the Tualatin Valley for an electric line that will be Outside of the three counties 31,559 extended to the Pacific Coast. This voted against the bill and it is probline will traverse as rich a country as able that 90 per cent of these voted that which will make the Oregon Trunk a highly profitable investment. Meanwhile the Harriman interests are ilding a line to Tillamook, and are also building into Central Oregon. The bill that never should have been sub-Rallway Company is spending a few millions on a suburban line which has ow served by any line. this transportation activity

means, in degree, as much for Portwhich the new lines will pass. This city will reap great direct, tangible rewards from this transportation activ-The investment of these millions in railroads which lead directly to this city are as beneficial to Portland as the establishment of factories or other large industrial enterprises within the limits. As Madras grows and prospers from the development made possible by the railroad, Portland will share in that growth and prosperity. The same is true of the other new citles and towns which will come into existence with the appearance of trans-

The railroads, naturally, are not spending all these millions for philanthropic reasons. They expect to earn good dividends on the investment and the resources of the country are a reasonable guarantee that the dividends will be forthcoming in due season. In this respect there is no difference between a railroad company and a man-ufacturing concern which would spend a few millions in securing a site and plant in our city. The railroads and the manufacturing concern alike invest their millions for the purpose of making money. Incidentally their investments help the city and the state, and for that reason we should welcome them and work with them. From present appearances last-spike driving ceremonies, which were inaugurated at Madras yesterday, will be quite fre-quent in Portland territory in the next five years, and each and all have a direct bearing on the prosperity of this city.

WHAT IS A FAIR APPORTIONMENT? From far out in Harney County comes the old cry against the "Port-land hog," a feroclous beast that stands at the gates of Oregon and devours all comers. "Portland has no whine coming," says the Burns News, "as against any other part of the state, and it will be a fortunate turn in its affairs when its public spokesmen conclude to be satisfied with its commercial supremacy and cease to play the hog politically."

If Portland has sought to play the part of a greedy and voracious animal it has not played its hand well. The constitution of the state says that the legislative apportionment in both ouses shall be made on the basis of population. Multnemah County has one-third the state's population, and therefore, if the state's guaranty through its highest law means anything, it should have one-third the members in the Legislature. But of course the constitution is to be construed in a Pickwickian sense when it comes to Multnomah and literally as to every other part of Oregon. Instead of one-third the members, the county has now one-fifth; and there is no prospect that under the reapportionment it will fare better.

The Oregonian thinks that every county in Oregon ought to have a member in one house; but, if it should have, the distribution of representation in the other ought to be strictly in accordance with population. Can the News suggest a more generous and equitable arrangement than such an apportionment? Doubtless it can; but it will not.

FOR MULTNOMAR'S BUILDING.

For housing itself properly and furnishing the home, Multnomah Ama-teur Athletic Club needs \$50,000 more than was estimated after the destruc-tive fire last Summer. Of this sum \$21,000 was pledged at Tuesday night's meeting; the balance must be raised among members by the sale of 6 per cent gold notes. It will be a pleasure

to one funcies or suggests that the Portland feels and has good right to reneral market would be improved by feel proud of Multnomah Club, Travel the land over and you won't find an ion of free opportunity for all the athletic organization whose atmosphere is cleaner. It appeals strongly to children and youth

> been well managed, the present slight embarrassment being due to accidental cause. There should be no further delay in the way of rehabilitation The new buildings ought to be ready for occupancy by the Summer's end. Let response for the last few thousand dollars be prompt.

LEGISLATURE AND WILL OF PEOPLE.

The argument that a repeal or mendment by the Legislature of the bill closing the Rogue River to com-mercial fishing would be a thwarting of the will of the people is not sound or weighty.

This was a local measure improperly submitted to the voters at large. Few knew anything of its merits or demerits. It received a total affirmative vote of 49,712. For Governor in the same election 117,690 voters registered their preferences. The Rogue River bill was adopted by the votes of approximately 42 per cent of the elec-tors participating in the election. Of this total of 117,690 there were 34,581 who failed to vote on the bill.

There were but three countles interested in the measure unless the charge be true that Columbia River fish men desired to eliminate a competitive source of fish products in Southern It is true that in the three countles there was a majority of about 2000 in favor of the bill. Jackson County wanted the river reserved for that the Democratic Congress will at the sportsmen, and had little interest the earliest moment so before the in the maintenance of commercial fishing. In Curry and Josephine were the Republican record of disapproval | many who obtained a livelihood from the river. Curry and Josephine voted against the bill but Jackson, with more voters than the other two coun-

ties combined, voted for it. If the fate of the bill were left to the three counties-and that would be more reasonable than to submit it to the state at large—there would still be an apparent conflict of interests with pleasure of the majority arrayed against property and bread and butter

Outside of the three counties 45,694 voters expressed approval of the bill and it is probable that not ten per cent of them could tell why they did so. against the bill because they were in-doubt. It was impossible for them to

Viewed from any aspect it was a Oregon Electric is preparing to extend mitted by initiative. The issue could its line to Eugene, and the Mount Hood have been decided with as good chance of deciding it right by toss up a quarter. The vote of the people greater tourist trade possibilities than in such a case has no sacredness that any other line in the country and will need bind the Legislature. During the also open up a large tract of territory campaign The Oregonian advocated the defeat of this bill because it knew nothing about its merits or demerits are hundreds and thousands of claims

and knew that the people could know nothing about them. It knows little more about the bill now than it did then and is not advocating the repeal or amendment of the measure on the ground that injuctice has been done to a particular group of people. It is asserting, however, that the Legislature It is is the proper body to deal with the question and that if it finds that an injustice has been done it should correct it regardless of how it was brought about.

It was necessary, indeed unavoidable, four years ago, that the Legistature repeal the "people's laws" when it straightened out the tangle into which Columbia River fishing had been harmonizing the people's laws. If the Legislature believes that there is a situation on Rogue River that calls for remedy, why should it not act?

RETURNING CONFIDENCE. The optimistic announcements by Judge Lovett, of the Harriman sys-tem, have a value far greater than any that can possibly follow the in-vestment of the \$75,000,000 in improving Western transportation faciliies. Coming at a time when the wave of anti-railroad sentiment that has swept the country has not yet subsided, his confident utterances will encourage many who have been awaiting complete settlement of the differences between the railroads and the people. Whatever these differences have been and may be, there is one cold, hard economic fact from which there is no escape. That is that the railroads, representing more than \$19,-000,000,000 in stocks and bonds, form

the most powerful influence in our commercial and financial life.

All the interior transportation which is required by 20,000,000 people is controlled by this enormous combination of capital and it is of vital necessity that there should exist the utmost harmony between the people and the railroads. If the railroads by extortionate rates cripple our industries and by insufficent transportation restrict the productive powers of the people, automatically the injustice will react on the oppressors. Equally true is it that if the people, incensed over some appareant or real injury, carry their corrective measures to extremes, they will suffer as the railroads suffer. For more than a year past the railroads and the people have been companions in a misery which has been brought about by material departure from the mutual interest principle which should govern both. With local, state and National commissions and tribunals keeping the railroads continually on the gridfron and with muckraking magazines endeavoring to prevent an amicable settlement of the differences, the market for railroad securities has been demoralized to such an extent that money actually needed for repairs, equipment and extensions has been almost unobtainable.

From this unfortunate condition of stagnation the railroads are gradually emerging. It is encouraging indeed to witness a change of sentiment on the part of the people. The chastening process has run its course, and with both the affected interests realizing the mutuality of interests the outlook for the future is most promising. Judge Lovett declares unequivocally that, regardless of the decision of the Interstate Commerce Commission on pending rate matters, the Harriman interests will proceed with their improvement programme involving the expenditure of \$75,000,000. In this state the railroads are spending many millions. It will be many years before the new territory that is being developed by the Harriman and the Hill interests in Oregon will yield traffic sufficient to get the new lines on a dividend-paying basis, but eventually

rich returns are certain.

Meanwhile the new lines have opened territory in which thousands of new settlers have found homes and The entire will become producers. country will be the gainer by the speedy settlement of any remaining differences between the people and the railroads. In Oregon especially the inter-dependence of the two interests demands the utmost harmony.

LOCKED-UP LANDS.

The report of Commissioner of Corporations Smith on the lumber indus try discloses a condition with which the West, and especially Oregon and Washington, are not unfamiliar. The free-and-easy land laws and the freeand-easy manner in which they were administered for more than thirty years made it a comparatively easy matter for capitalists to get together great bodies of timber, as well as agricultural lands, at a very small fraction of their present-day values. These immense private holdings, if we except those of the Weyerhaeuser Interests, which were mostly bought from the Northern Pacific Railway, were se-cured by the massing of individual claims, presumably bought or pre-empted by bona fide settlers. The holdings of the railroad company were secured through that prodigal landgrant policy which was inaugurated tensibly for the purpose of hastening construction of the roads, which in turn agreed to sell the land to settlers who might naturally be expected to rush in on completion of the railroads.

The Government kept its faith with the railroads by issuing title to the land grants. It also kept its faith with the vast army of "stool pigeons" who in the aggregate secured title to mil-lions of acres of the best timber and agricultural land in the world, and who, immediately on securing title, deeded it to the big syndicates which now hold it. But while the Government acted in good faith in thus giv-ing "every man a farm" and in giving the railroads several million "farms," very few of these beneficiaries have played fair with the Government. According to the report of Secretary Smith, the timber holdings of the Southern Pacific are the greatest in the United States, amounting to 106,000,-000,000 feet. None of this timber is for sale at prices that bring it within the reach of the settlers in whose in terest the Government turned it over to the Southern Pacific as a gift.

Ignoring the express provision of the grant that provided for the sale of these lands at a reasonable figure actual settlers, the Southern Pacific has year after year held the lands off the market and deprived the people of the right to secure homes in a region exceptionally favored by climatic con ditions. It may truthfully be said that much of this Southern Pacific land is so much more valuable for that it would not have been cleared even had it fallen into the hands of settlers. But scattered throughout the vast holdings of this rallroad company timber than for agricultural purposes

which are good for both timber and shall wrong be corrected? Mr. HAAK ON THE SCHOOLS farming purposes. Had the railroad carried out the intention of the Government and sold these lands to settlers at reasonable figures, the area involved today would be supporting thousands of people ingtead of remaining in its original state of virgin wil-

derness.

The problem is a serious one, espe cially as vacant land is disappearing more rapidly than at any previous period in the country's history. Whether it is possible at this late day to force a distribution of these wast holdings in accordance with the provisions, or rather the intentions, of the original land grants, is uncertain, but precipitated by the people through the initiative. The Legislature then performed its plain duty in correcting and ship of the small remaining holdings ship of the small remaining holdings of the Government. It is also imperative that every effort be made to force the railroads to fulfill the agreement under which these land grants were originally made.

Great Britain is much excited over the possibilities which lurk behind the Canadian reciprocity measure. The London Post, commenting on the prediction that reciprocity would lead to annexation, appeals "to those Liberals not yet blinded by partisan prejudice" to close their ranks and fight to save the empire, which is threatened with danger. The annexation of Canada would be a perfectly natural sequel to the reciprocity measure. A large proportion of the Canadians are more American than they are British. The work of Americanizing our blood brother on the north goes rapidly on. Not the least of the advantages which would follow this union of the two countries which have so much in common would be the good accomplished in demonstrating to our hidebound protectionists that the effects of free trade between Canada and the United States would be in no manner different from those which now accompany free trade between Oregon and Washington or any other states.

Canadian Pacific earnings of more than \$10,000,000 for the last half of 1910 offer pretty good evidence of the prosperity of the country traversed by that line. In no other part of the world has there been such good team work on the part of the government and the railroads as in Western Can-ada. The result of this amicable understanding between the two control-ling forces has been the remarkably rapid settlement of the country, with an attendant increase in the amount of business handled by the railroads. At this time the group of American rail-roads known as the "Pacifics" are engaged in a similar campaign of publicity. Exploitation of Pacific Coast resources and the results that will follow within agyear or two will be fully as satisfactory as those which have made Canadian prosperity famous throughout the world.

The San Francisco Shylock who received \$255 in cash and a deficiency judgment for \$333.30 for a \$100 loam made five years ago was neither worse nor better than others of his breed who have found lodgment in this city. Being absolutely devoid of any sense of fairness or decency, these human vultures who prey on their financially in butters who prey on their financially in the limitative bill were allowed to which I am replying is proof enough that the Board of Education states that a good fishway will be constructed over this dam. We are informed that a good fishway will be constructed over this dam. We are informed that a good fishway will be constructed over this dam. The limitative bill were allowed to which I am replying is proof enough that the Board of Education states that a good fishway will be constructed over this dam. We are informed that a good fishway will be constructed over this dam. We are informed that a good fishway will be constructed over this dam. We are informed that a good fishway will be constructed over this dam. We are informed that a good fishway will be constructed over this dam. We are informed that a good fishway will be constructed over this dam. We are informed that a good fishway will be constructed over this dam. We are informed that a good fishway will be constructed over this dam. We are informed that a good fishway will be constructed over this dam. We are informed that a good fishway will be constructed over this dam. It is saimon to pass through.

The Board of Education states that a good fishway will be well up to ut of which I am replying is proof enough that the Board of Education states that a good fishway will be constructed over this dam. It is saimon to pass through.

The board of Education states that a good fishway will be well up to ut of which I am replying is proof enough that the Board of Education and the state of the would be will on which I am replying contractors and would materially cripple the business income make public their very will be constructed ove The San Francisco Shylock who re-

mental laboratory of the Forest Servce at the University of Wisconsin for the next three months that will be of practical value to the timbermen and mill operators of the Northwest. His name is suggestive of suitability for this work.

When a fellow reads of that great revolutionary leader Madero shaving off his whiskers and making a sneak, it is hard to repress regrets that O. Henry didn't live long enough to put into permanent literary form the humor of the present rebellion.

It is not likely that many California militiamen will learn to fly even under Ely's tutorship. His instruction will be faithful of course, but not very fruitful. One would suppose militiamen would want to learn how to march before they tried flying.

Well, anyway, the residents of San Francisco will have three opportunities to visit the New Orleans Mardi Gras before the Panama Exposition turnstiles are working. It's up to the general passenger agents.

Tom Richardson, who says that the Oregon dairy business is on the decline, must remember that the more apartments and flats we have in Portland the greater will be the demand for condensed milk. George Gould lost control first of the Western Union, then of the Western

cific. Evidently Jay Gould's successor borrowed more money than he was able to pay back. While Civic Architect Bennett is telling us that Burnside ought to be the backbone of the new municipa arrangement will he please mak-

Pacific, and now of the Missouri Pa-

as our city. Even with the suffrage Seattle women have no advantage over their Portland sisters. Here the police pinch feminine speed maniacs as well as the male variety

To what heights will the pension appropriations soar when the United States Army men begin battling with the elements in airships?

The coronation of the King and Queen of England has been postponed to take place two weeks after the Portland Rose Festival.

state of Washington take the stump then it will be time to talk of clearing the logged-off land. As further evidence of Oregon's forward movement, note 754 students in

When all of the suffragettes in the

the strictly collegiate departments at Now let science get busy over a serum for the 17-year locusts which

threaten to sweep the country.

River Fish Bill. SALEM, Or., Feb. 13 .- (To the Editor.)-I have noticed that some of the papers are questioning the advisability of the Legislature amending the Rogue River fishing law enacted by the people November 3.

then placed in the river within a mile of the sea. We found that the first season the Hume interests were on the river they packed 3000 cases of saimon. By keeping up these hatcheries they have increased the pack from 3900 cases to 10,000 cases per annum. We learned that the movement for the closing of the river was in behalf of the sportsmen, particularly, of Jackson County, who desire to fish in the Rogus River with hook and line.

during the year; thus giving a much shorter season than under the old law. This size of mesh allows all steel-head

an injury to the cause of the initiative and referendum to let such a bill stand unamended, as it would be doing serious injustice to the people of two counties. The people of the state at large were not in a position to inform themselves of the conditions prevailing in that seives of the conditions prevailing in that locality when they voted upon this measure, and in my opinion should have voted it down for the same reason that they voted down the new county propositions. I think it should reflect credit upon the friends of the initiative and referendum that they were willing to rectify an error made by the people in this matter. I have always been a supporter of the nitiative and referendum and was elected upon a platform to support it, but as I stated before the best way to support make effective the initiative referendum is to correct the mistakes hat may be made by its use.

I wish to state further that this Legis lature is not establishing a precedent by amending this initiative law as the Legis-lature of 1962 amended the upper and lower river fish laws enacted by the people in 1908. I heard no vigorous protest by the public press at that time about amending the people's laws. I think the by the public press at awa. I think the amending the people's laws. I think the Legislature should be the balance wheel of the system of direct Iglalation.

F. M. GILL.

Representative of Wasco and Hood River Countles.

First American Flag in Oregon PORTLAND, Feb. 12.—(To the Editor.)—On page 11 of The Oregonian, February 7, the making of the first American flag seen in Oregon is claimed Mrs. Bills, and the statement is made that it was floated by the steamer Lot Whiteomb, launched on Christmas day, 1850, at Milwaukie, Or. There is no question of the truth of the article, except as to the flag being the first Union flag floated in Oregon. The star of Oregon, Captain Joseph Gate was at Swan Island, now in Portland harbor limits May, 1841, to May, 1842, and sailed out of the Columbia for the Bay of San Francisco with "an anchor, hawser, nautical instruments, a fias and clearance," furnished by Captain Wilks, commander of the American exprognostications as to the future head

New York Morning Telegraph.

Mr. Belesco thinks it is an honor to have furnished the libretto for Puccini's "Girl of the Golden West," but not the

consider it.

"That reminds me of a story of Arditi," he said. "Arditi was once invited to lecture on Shakespeare.

"Shakespeare." he said with a purzled frown. "Who's he?"

"Don't you remember, maestro, said a disciple, 'don't you remember "Amieo." "Romeo e Giulietta" and "Otello," leo," "Romeo e Giulietta" and "Otello," and so forth?"

"'Oh, yes; of course,' said Arditi, of property, which in this case would be "E."

fore them.

and line.

It was also shown conclusively to the committee that only the steel-head salmon could be caught with hook and line, so it was proposed to amend the bill adopted by the people so that steel-head salmon should not be caught, which would give the people of Jackson County what they asked for in their bill, and that the fishermen of Curry County and the statement that a certain architect employed by the Board of Education received \$23,000 I will state that according to signed statement made by Mr. Ticmas, echool clerk T. J. Jones during the year; thus giving a much fore them.

In regard to the manner in which the Board of Education's books were kept, previous to Mr. Thomas' administration, I will say that it is impossible to get an baucation received 123,000 1 will state that according to signed statement made by Mr. Tromas, school clerk T. J. Jones received from December, 1996, to December, 1996, a total of \$2,348.94 and at that time there was still due him \$1573.71, making a total renumeration for this period of \$24,722.65.

The public will judge who is right in

this matter. JOHN H. HAAK, President.

Anti-Pass Law and Junkets.

VERNONIA, Or., Feb. 12.—(To the Editor.)—is there a law in Oregon making it a criminal offense for a railroad company to offer a pass to a member of the State Legislature? If so, what is the difference between a railroad company giving a pass to a member of the Legislature and two towns furnishing free rides on these same railroads for all the members of the Legislature, their wives, lady clerks and all their friends, to take a day off and have a picnic at their ex-pense, when the schools of these two towns are asking at the hands of Legislature nearly quite a million del-lars of the people's money? No doubt you will think me decidedly

No doubt you will think me decidedly green for asking such questions, but we farmers are simple folk and can't see farther into a millstone than the man that is picking on it. We have found that the farmer must lead a very strenuous life to keep out of debt and pay taxes, and we are wondering where we are going to get off if we must dig up for all that the Legislature is asked to saddle upon us. asked to saddle upon us Some of us were even simple enough,

when the state went into the business of giving to her youth a university education to think that our boys could go to college, too, but we have found that it has kept us hustling so lively

to dig up taxes that we have had to keep our boys on the farm for what we can get out of them.

It seems to me that in this age of "reform" and "square deal" that some member of the Legislature could immortalize his name by proposing a square deal for the taxpayer. SUBSCRIBER.

There is an anti-pass law in Oregon but it is designed principally to pre-vent the secret furnishing of transpor-tation to officials or individuals with Bay of San Francisco with "an anchor, hawser, nautical instruments, a fiag and clearance," furnished by Captain Wilks, commander of the American exploring expedition in Pacific waters. September 12, 1842.

On the 6th of July, 1846, Miss Narcissa Waldo on horseback bore the American fiag to the speakers' stand at Salem, where J. S. Smith read the Declaration of Independence. That flag was made by Mrs. Looney and daughter, of Looney's Butte, Marion County, for Captain Charles Bennet's company of scouts which drilled at Salem on July 4. 1846. Then, in 1847, Lieutenant Howison, when a guest of Governor Abenethy, after the wreck of the ill-fated sloop of war Shark, gave the vessel's flag to the provisional government of Oregon.

Take view on the part of the raliroad offering the passes of gaining some of savor or advantage at the hands of the recipient of the transportation. There is no law prohibiting an individual or group of individuals from purchasing transportation for other individuals or groups. The Oregonian sees no cause for criticising the Legislature or its hosts for employing the means accepted or supplied to give the lawmakers an accurate and intimate knowledge of the needs of the two public educational institutions of the state. But this is not saying that other journeys or entertainments might not go beyond the bounds of propriety.

Present Owners Get Refaul.

PORTLAND, Or., Feb. 11.—(To the Edithe view on the part of the railro

PORTLAND, Or., Feb. 11.—(To the Editor.)—Will you please answer the following question regarding the water money refunds?

refunds?
Suppose that "A" owns improved property and has paid up all assessments against same including water mains. Before the enactment of the recent refund iaw he sells this property to "B." Will the refund he made to "A," who originally paid for same, or to "B," the present owner who has purchased this property at an increased figure on account of improvements? count of improvements?

Half a Century Ago

PORTLAND, Or., Feb. 16.—(To the Editor.)—An article has appeared in The Oregonian of February 15 which it is stated was issued in behalf of the members of the Board of Education and makes some statements which are, to say the least, severe reflections on the members of the Citic Council and the different improvement clubs of the City of Portland.

This is the cry of the beast in distress, and I make this comparison after having heard the able address of Judge Ben Lindsey, of Denver, on an allied subject.

As citizens and taxpayers of the City of Portland we do not wish this issue to be compared to the comparison of the city of Portland we do not wish this issue to the city of Portland we do not wish this issue to the city of Portland we do not wish this issue to the city of Portland we do not wish this issue to the city of Portland we do not wish this issue to the city of Portland we do not wish this issue to the city of Portland we do not wish this issue to the city of Portland we do not wish this issue to the city of Portland we do not wish this issue to the city of Portland we do not wish this issue to the city of Portland we do not wish this issue to the city of Portland we do not wish the province of the City of Portland we do not wish the city of Portland we do not wish the province of the comparison and the this town by the sending of unnumbered comic, sentimental, and riciculous valentines. Young gentlemen were seen to washing distractedly around inquiring who Maud was, others calling on friends to ascertain whether they could guess in this town by the sending of unnumbered comic, sentimental, and riciculous valentines. Young gentlemen were seen valentines. Young gent

see questioning the advisability of the Legislature amending the Rospus (1989) of the State of the Board of the William (1989) of the State of the Board of the William (1989) of the State of the Board of the William (1989) of the State of the Board of the William (1989) of the State of the

come, would prove a great saving.

The exports from Portland for the week ending Friday night, the lith of Febru-ary, are as follows; 2000 sks. flour. 1977 wheat, 2811 bxs. apples, 40 bxs. butter, 1 bx. fruit trees, 1 bx. mer., 34 cs. bacon, 7 pkgs. leather, 128 hides.

The receipts of produce from the in-terior, for the same time, foot up the following totals: lowing totals; 3506 qr. sacks flour, 3500 bushels wheat, 4 cases fruit trees, 1342 boxes of apples, 35 cases bacon, 14 boxes eggs, 9 cases mdse., 167 sacks bran, 1 bbl. cider, 75 bushels potatoes, 12 hf. bbls. lard, 2 bales Salem wool, 8 sacks seed, 3000 feet oak lumber, and 12 sks. oats.

WORKMEN'S COMPENSATION ACT Writer Thinks Benefits Should Not Be Confined to Employes.

THE DALLES, Or., Feb. 12-(To the Editor.)-I have read and re-read 'Injured Man Indorses Bill" on page 6 of The Oregonian of February 6, 1911.
That gentleman was very unfortunate. He was laboring to support his family and incidentally for the benefit of the state.

I know of a young man with a wife and two children who was working with might and main to clear up his with might and main to clear up his homestead, make a living for his family, and incidentally for the benefit of the state. He was injured in an accident with a log and lost a leg. He is practically helpless and has no trade. I contend that if the one should re-ceive a benefit from every taxpayer within the state through appropriation by the state, then both should receive a like benefit. It is presumed that both were working at a chosen calling. We of Oregon surely have a cho

Mr Hall possibly overlooks the facposed compensation act, the state is to contribute only one-fourth of the compensation fund after the initial appropriation of \$50,000 is made. the intention of the framers of the bill that one-half the fund shall be prothat one-half the fund shall be pro-vided by the employers, they thereby obviating the necessity of buying in-demnity insurance. One-fourth is to be contributed by the employes. The state would probably save its share in reduced court costs, as personal injury cases form an important item in the expense of maintaining our courts. In the long run, too, the consumer pays the judgments obtained by injured onthe judgments obtained by injured em-ployes and also the insurance premi-ums of the employer. The compensation plan proposed is a form of insur-ance supervised by the state with fixed benefits for every injured employe who may have elected to accept its terms. In theory, at least, it would impose no greater burdens than those now carried by the taxpayers in providing a means of relief for injured work-

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