

Morning Oregonian

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REACHING OUT FOR YAKIMA TERRITORY

Assured construction of a railroad from Underwood, on the Columbia river, to Yakima is a boon both to that rich country and to Portland. It will bring to Portland a large proportion of the great tonnage of freight from the land now irrigated and soon to be irrigated, and it will give the port a direct route to the sea competing with that to Puget sound, also of ports and steamship lines competing with those of the sound.

The proposed extensions to Ellensburg and Granger, and the line from the latter point to Wenatchee will bring to this port much tonnage from the Wenatchee valley and the intervening country and from the Okanogan valley to the north. The proposed line to the Wenatchee valley will tap the lower Yakima valley. That already rich and fast-developing territory will be opened to Portland merchants and lumbermen at equal rates with their Puget sound competitors.

Operation by the same company of self-propelled barges, with powerful Diesel engines, down the Columbia river from Underwood to Portland, carrying loaded cars to Portland docks, will give cheap water transportation for half the distance to Yakima and will make the new railroads independent of any existing line. It will make the Columbia water route a trunk line to be the trunk line of a transportation system with either water or rail feeders extending into the country on each side. It will remove the reproach that the people of the state and all its resources is to provide the loans granted under the act. These loans are secured by real property, and so that class of bonds, consequently, represent money not spent but money interest, which in time will be repaid.

There should be intelligent distinction in combating high taxes, between taxes extravagantly spent and those which are necessary for the maintenance of public improvements which is not a charge on tax funds.

MR. SMULL'S DREAD ALTERNATIVE. When in London recently J. B. Barstow Smull, president of the Emergency Corporation, told the British that, if congress refused to grant ship subsidies and if then private owners should not buy government ships, the only alternative would be government ownership.

reaching north and south, east and west along its landing lines to collect traffic for the barge lines that would ply on the pools made placid by the dams and that would be lifted through the locks by the power of its tamed rapids, while the water diverted for irrigation would make traffic for the river to carry.

There is printed in the Annalist article, from which Mr. Lazarus quotes today figures on comparative state indebtedness, this caution:

These figures should not be used before a comparison is made of the generalizations as to debt "burden" and "tax savings" in each state.

OUR STATE DEBT. The comparison is of the ratio of state debt to assessed valuation. It is, or ought to be, commonly understood that assessed value is not indicative of true value, and that the systems of tax valuing in the several states vary widely.

Morever, the ratio of the Oregon state debt is for road improvements. State road bonds in the main are not a burden on taxation but are paid, interest and principal, from automobile licenses.

RABIDLY PARTISAN. It is vigorously denied by a democratic newspaper, the Portland Journal, that the \$5000 contribution of Jesse Winburn to the Pierce campaign fund is Newberyism.

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as possible, and to confine the benefits of the subsidy to them. For this reason they wish to restrict the market, and to that end they would like the terms of the subsidy and the policy of the shipping board to be such that "outsiders" will fear to break into the game, buy ships and operate them.

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REVIVAL OF MOSLEM POWER. Constantinople and freedom of the Turkish straits are a great stake, well worth a fight to the principal shipping and commercial nations of the world, but Britain has much more at stake in holding the Dardanelles against the Turks—namely, prestige in the eyes of hundreds of millions of Mohammedans.

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determination. Unopposed now by any class of the Mohammedan faith, it has swept over western Asia and northern Africa in the new form of resistance to infidel rule. Knowledge of this ferment doubtless prompts the British cabinet to offer firm opposition to Turkish demands, and to defy the protests of workmen and taxpayers. Another retreat before a Moslem army might be the signal for rebellion wherever British rules over Mohammedans.

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FATAL FAMINE FLOUR ARRIVES. Russian loaf as continued diet Causes Death, Says Expert. The first sample to reach this country of the now famous "famine flour" of the Russians has been received in New York at the office of the National Lutheran council.

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Those Who Come and Go. Tales of Folks at the Hotels. Your notions of Australia may have been largely derived from such fiction as "Robbery Under Arms" or "The Bushrangers."

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Burroughs Nature Club. Copyright, Houghton-Mifflin Co. Can You Answer These Questions? 1. Will any bird attack the potato bug?

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More Truth Than Poetry. By James J. Montague. ABANDONED HOPE. In youth we longed to write a book.

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