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Original Historical Society

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NO. 83

Cannot be better spent than by subscribing for the WEEKLY EAST OREGONIAN for a year. Just think, \$1.50 gives you all the news for a year. Try it.

C. P. STRAIN'S ARGUMENT IN O. R. & N. TAX CASE

County Assessor Makes an Able Showing in Presenting His Side of the Assessment of Railroad Property.

The East Oregonian takes pleasure in printing in full, the able defense made by County Assessor C. P. Strain in the O. R. & N. tax case. While it will be impossible to publish it all in one issue, it will be run from day to day, until the people of Umatilla county have been permitted to read the entire paper.

Without doubt, Mr. Strain has prepared the most elaborate and able statistical article upon the subject of railroad taxation ever made in the state of Oregon. It is the first time the subject has been treated from an expert standpoint, and it is a treatise that will mark an epoch in the history of assessments in the state. The amount of patient and well directed research, necessary to compile the arguments, and the vital comparisons made between the values of property under different conditions, in different parts of the United States, shows a wonderful energy, and the ardors of Mr. Strain upon the subject will stand for future reference in Umatilla county and the State of Oregon, for years to come.

Following is the introductory and a portion of his argument:

Assessor Strain Said.

As an assessor in this discussion, I desire to invite your attention to the geographical strength of this company's position.

It commands the Columbia basin as no other road can. This basin is in itself an empire, settling up and developing as few other localities are doing. Every new settler, every additional acre brought under cultivation, every new mine, every new industry, expands the business of this company.

No man can measure the possibilities of this great basin. Within it millions of treasure will doubtless be expended by the government in extending the project of national irrigation. New people, new products, new enterprises promise to multiply as never before.

Again, this company meets the Great Northern and the Northern Pacific at Huntington. I do not profess to know anything of the Great Northern or the Northern Pacific, but I do know that this is an age of combinations and mergers.

Nothing is more apparent than the economic advantage of a community of interests between the O. R. & N. on the one side and the Great Northern and Northern Pacific on the other. By a union of these interests those two great continental roads would be given a down-hill pull to the sea.

A merger of the Union Pacific, the Northern Pacific and the Great Northern is not an impossibility. Under such an arrangement, the heavy traffic of every one of them would follow the line of gravitation down the Columbia over the O. R. & N. to tidewater.

The economic key to this whole problem is the Columbia gap which is commanded by the O. R. & N.

Factors in Valuation.

Where can you find another road with equal geographical advantages? Who can estimate the future value of this road? Our supreme court has laid down the rule that an assessor shall take into consideration the capital, the cost, the net earnings, the power of a road to command the traffic of a country, and its connection with other roads, in determining its value.

The company in their petition, object first to my assessment of \$12,000 per mile upon their track and roadbed.

To my assessment of \$21,000 upon their depot grounds.

Third: To my assessment of \$24,500 upon their supplies.

I will discuss these objections in their reverse order. The company had the material here on the first day of March, 1903. They don't deny that, I valued the road as it was worth a valuable assessment upon the material.

Loss to County in 1901.

In this connection I will suggest that the company had in 1901 cash and current assets to the amount of \$2,547,968 and materials and supplies to the amount of \$759,189. Total, \$3,307,157. Their net personal property at that time amounted to \$2,427,409 exclusive of their rolling stock. This company's assessed pro rata of that property would have given us \$121,028. We got nothing.

It might be well for you to call upon the Assessor for a statement of their personal property this year.

As to their second objection, I valued their depot grounds just as I did adjoining property, and then deducted \$2,400 from the total.

Adjoining to its semi-public usage, and the nature of their title I admitted to their tax commissioner that the company's siding in this county by Washington, Oregon, is the subject of their depot grounds to me.

Their first objection is the one of most importance. Here are some official statistics bearing upon the value and taxation of railroads.

Interstate Commission Authority.

The following table is taken from the report of the interstate-commerce-commission for 1902, and shows the average valuation in the Northwest states:

California	2250.81
Nevada	143.53
Oregon	148.46
Idaho	197.95
Washington	178.18

The average tax in the Northwest states is \$183 per mile. The average tax of the O. R. & N. in this county is \$149 per mile.

As you see, these figures will show that the O. R. & N. Company pays less tax per mile than does railroad property of equal value in any other state in the northern half of the United States.

Beginning with the New England States, we find an average capital of \$1,000,000 and an average tax per mile of \$167.77 in Maine, to \$1,336.32 in Massachusetts. If the average tax per mile in this country, the average tax per mile in New England would be \$602.05. But the states in which taxes are highest contain the most railroads. This rule holds good in other groups.

Average Per Mile Exceeds O. R. & N.

Therefore the average tax per mile on other roads is much above rather than below these figures.

If railroad taxes both here and in New England were based upon net income and New England were the standard, then the O. R. & N. should pay approximately 3500-3700x600, or \$567 per mile. But it paid last year \$149 per mile in this county, or 26 per cent of what New England would have taxed it.

(To be Continued.)

BRIDGE AND IRON WORKERS' UNION

Convention at Kansas City Still Fighting Over the Convict Delegate.

Convention at Kansas City Secretary Shaw Will Renew Refunding Bonds Which Are Now Due.

Secretary Shaw Will Renew Refunding Bonds Which Are Now Due.

Five per cents maturing February 1, be redeemed.

Refunding Bonds Amounting to Four Hundred and Eighty Million Dollars Already Held at the Treasury Though Past Due—Five Per Cent Will Be Retired by Substitution.

Washington, Sept. 23.—Secretary Shaw authorizes the statement that he will renew the five per cent bonds, both for circulation and as security for government deposits, and will renew refunding bonds now due to the extent of \$200,000,000 in accordance with a previous circular.

Of the total issue of \$317,000,000 in this class, the treasurer already holds for circulation and deposit \$189,000,000.

He also states he will redeem the five per cent bonds maturing February 1, 1904, by substituting the same for maturity. Formal instructions will be issued to the sub-treasuries today.

Banks that have had on file with the treasury for 30 days or more 95 per cent security for public deposits, will be permitted as a substitute, approved state or municipal bonds, at 75 per cent of par value.

MANIPULATING THE CURRENCY

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INSURGENTS AND TURKS DO BATTLE

Turks Burn Villages as a Retribution Following Heavy Loss in Bulgaria.

Constantinople, Sept. 24.—A fierce battle is in progress in Kresna Pass, in the Macedonian mountains, between the Turkish troops and insurgents. The Turkish casualties thus far reported are 325, including five killed and 20 wounded.

Riot in Hunanarian Diet.

Buda Pesth, Sept. 24.—There was a riot upon the reopening of the Hunanarian diet this afternoon. A number of members attacked Premier Hedervary, crying, "Bribe-taker; put him out." Quiet was finally restored. The premier attempted to speak and started, "In the name of the king." He was interrupted by shouts, "We no longer believe the word of the king."

The acridity of the situation at this time is largely due to the numbers of Macedonian and Bulgarian sympathizers in the diet being greater than ever before, and they announce their purpose of forcing as an issue a proposition to ally Austro-Hungary with Russia in an effort to oust the Turks from Europe. To a man this element is arrayed against the king, whose age and settled policy of conservatism has been the cause of the loss of his being a party to such a compact.

Emperor Joseph is known to be at his wits' end with the Balkan revolutionists, but has pursued a temporizing, vacillating policy that has brought down upon him charges of feebleness and double-dealing, generally termed perfidy by the liberals.

Turks Were Defeated.

Sofia, Sept. 24.—A dispatch today reports a battle between 7,000 Turkish troops and 10,000 Bulgarian insurgents near Kotschani Friday in which 600 Turks were killed. Later the Turks pillaged and destroyed a number of villages in revenge for their losses.

Battle on the Frontier.

Constantinople, Sept. 24.—It is officially announced that the Bulgarian army has been defeated on the frontier yesterday. The Turkish seven killed and seven injured and the insurgents 45 killed and captured.

WAR BETWEEN THE UNIONS AND EMPLOYERS' ORDER

Dealers of Chicago and Buffalo Shut Down to Reopen With Non-Union Employees—Building Trades May Become Involved.

Chicago, Sept. 22.—The five largest marble plants this morning shut down because they allege the unions have broken their agreements, and following the Associated Marble Dealers' agreement they say that Thursday they will resume work as open shops. A hundred men are locked out. The building trades may become involved.

Follow Suit at Buffalo.

Buffalo, Sept. 22.—The heaviest marble dealers shut down today in compliance with a resolution passed by the National Association of Marble Dealers last March. They will follow the general policy to resume work Thursday next but with non-union help.

BISHOP VERSUS PRIEST

Baker City Catholics Have Not Yet Settled Their Difficulties.

Baker City, Sept. 22.—The trouble between Father Desmaris, the resident Catholic priest in this city, and Bishop C. J. O'Reilly, over the possession of the parsonage, is yet unsettled. Father Desmaris and his sister who has been in feeble health for some time, have not yet had a trial on the charge of rioting, as charged by Bishop O'Reilly. Saturday evening the residential committee, who said it had been unable to decide.

The priest refuses to vacate the parsonage, and resign his pastorate, as demanded by the bishop, and as a condition of the priest's resignation will be instituted against him and his sister, who keeps house for him. The affair has created great consternation in the city, and the citizens are watching the proceedings with deep interest. Where a bishop is located, he takes place of the regular pastor of the parish, having only an assistant, and the removal of Father Desmaris precipitated the fight.

LABOR AFFAIRS AND ISSUES

HOPELESS FOR JETT.

Chicago, Sept. 22.—Sir Lipton, who has been threatened with appendicitis, is expected to leave for the first time in nearly two weeks.

Lipton Recovering.

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NO. 6 HELD UP NEAR TROUTDALE

Bandits Used Giant Powder on Express Car.

Affair Lasted About Twenty Minutes—A Brakeman Was Shot at Twice—The Wounded Highwayman Was Captured and the Engineer Is in a Hospital at Portland.

Train No. 6, scheduled to reach this city at 5:40 this morning, was held up last night about 9:30, three miles this side of Troutdale. When the train pulled into Troutdale two men got on the back of the tender and rode out. As soon as the train had gotten under way the men climbed over the coal and held the engineers under their guns, telling them that when they saw a white light about three miles down the track, for them to stop. This the engineer did and two other men got on the train with lanterns. They told the engineer, Charles Barrett, and Fireman Stevenson, to come with them, and that they would not be harmed.

Used Giant Powder.

The robbers then went with the engineers to the baggage car, which they blew open with giant powder, held at the end of long poles. The powder was put on the end of these poles and a fuse attached. It took nearly a minute for the fuse to do its work, but when it did it blew out the glass and the lower panels of both doors.

Engineer and Robber Shot.

Fred Korner, the express messenger, opened fire on the bandits as soon as the explosion took place, firing two shots in quick succession. One of the shots hit the engineer and

SMALLPOX AT WALLA WALLA.

Student of Business College Develops a Mild Case.

Walla Walla, Sept. 22.—After a month's freedom from smallpox in Walla Walla, the record was broken Sunday when the case of Miss Margaret Hayes, a student at the Empire Business College, was reported to County Health Officer Stiles.

Miss Hayes had been attending the college but two weeks, coming from the home of her parents, 10 miles east of Walla Walla. She was removed to the house of a private nurse.

From the fact that the case is a very mild one, and that Miss Hayes left school owing to indisposition four days previous to the manifestations of the disease, it will not be necessary to close the school.

Pioneer Settler Dead.

Walla Walla, Sept. 22.—Paul Molke, for more than 20 years a resident of Walla Walla, died at 7:35 last evening at the Walla Walla hospital from a stroke of paralysis. He had been sick about two weeks. The deceased was aged 80 years and a native of Poland. He has no relatives in America.

BASEBALL CONTRACTS.

Cincinnati, Sept. 22.—The National baseball commission met here today.

Cincinnati, Sept. 22.—The National baseball commission met here today. Among the contracts announced were Hickey, of Seattle, with Cleveland and New York, and George Putnam, of Helena, a 4-quick, of Salt Lake.

Chicago's Oldest Mayor.

Chicago, Sept. 22.—Allison Sherman, Chicago's oldest ex-mayor, who held that office in 1844, died today, 82 years old. He broke ground for the first waterworks.

Livery Stable Fire.

Reno, Nov. 22.—Hymers' livery and feed stable burned this morning. Thirty horses and many valuable bugles were burned. Loss, \$20,000. Partially insured.

New Car Wheel Company.

Albany, N. Y., Sept. 22.—The National Car Wheel Company, of Rochester, was incorporated today with a capital of \$9,000,000.

TRUCKS AND BUSES.

Chicago, Sept. 22.—The city council today passed a resolution.

Chicago, Sept. 22.—The city council today passed a resolution. The resolution provides that the city shall purchase a certain number of trucks and buses for the use of the city.

MINERS OF UTAH, WYOMING, NEW MEXICO AND COLORADO CALLED.

Pueblo, Colo., Sept. 22.—The annual convention of the United Miners.

Pueblo, Colo., Sept. 22.—The annual convention of the United Miners of Utah, Wyoming, New Mexico and Colorado called today. The convention will be held in Pueblo, Colorado, and will discuss the interests of the miners in the West.

VALUABLE DISCOVERY THOUGHT TO HAVE BEEN MADE NEAR LOSTINE.

Joseph, Or., Sept. 22.—H. N. Williams, one of Walla Walla county's.

Joseph, Or., Sept. 22.—H. N. Williams, one of Walla Walla county's scientists, has discovered a valuable discovery thought to have been made near Lostine. The discovery is believed to be of great importance to the scientific world.

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