## ore (1) regonseos statesman

Favor Sway Us; No Fear Shall Avee
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## The Mellon Bequest

 gave to the nation together with a building in which to hous it. The residue, the size. of which is not disclosed, he has
devised to a religious and charitable trust "for the welt
being of beinge of maknind"." Assunding the wise and honorable atmin
istration of the trust it is istration of the trust it is clear that Mr. Mellon has en
deavored to use his great wealth to promote human happi

It will not be surprising however, if this disposition
loes not evoke some criticism. The Mellon name has ben common an object of cobloquy it would be surprising if tha attitude will not persist in certain quarters.
For example, his fortune in ale, complaint may for charity be made that in leaying
tance and estapes federal inther he individual the choice of leaving his property so it give be evied on by the. .government, or dedicating it to charity
where it escapes taxation. Mr. Mellon evidently believed his money couac be used to better advantage through privat The Mellon be overnment now undertakes to pay. is veeated in this chiritrablen trust, the administration of whic meet death duties. The income of the estate of course must if the trustees so elect, But the direction of the property stay Industry. The other way the LeTourneau foundation what owns a large amount of stock in the LeTourneau coneerr
manufacturing earth moving machinery, sold securities. Thi Support of religious enterprises. The great Hershey choes to come for the care of orphan children. There are other srea
foundations like those created Harkness, which have great holdings of hurches too are through the investment of and bonds impications. As investors these philanthropies might with
great propriety express their philanthropic ideals in the ittle hard on profits. popular discu
of his wealth

## Fingerling Test

 relea rends of the salmon industry. For the baby fish too for the found fearfully. Many were killed, others mangled. Only Moot question was whether fish vided to take the spawning salmon above the dam. If the be of much value umless the inive then the lader would no sereened.After the experiment the game commission directed the power company to build the ladder, which it is willing todo. To screen the intake however would be a very expensi undertaking
The Cazadero test is by no means final as regards all
power plant. That plant on the upper Clackamas sis a high
head instantation At Bonneville different conditions prevail. Instead of a smai stream dropping a reat height there is a vast votume of
water, with a moderate fall; and the turbine speed is much
slower It would slower. It would seem that more baby fish would survive Dams barring
speedy turbines threatening the new crop in their ocea and migration; irrigation ditches draining off fish to die streams so fish can barely live in them,-all these strik industry worth around ten million dollars a y year.

## France Nationalizes Railroads

eently nationalived the munitions factories, has now taken
over the railroads of that country. The nation previously had owned a portion of the mileage Now it acquires a 51 per eent
interest in six roads with a mileage of 26.000 miles (Southern Pacific mileage is about 13,000 ). While the move of the French cabinet under its emergency powers, subject to the
later ratification of parliament, may be partly due to the socialist trend of the present government, another reason
assigned for the change is the unification of roads for military purposes.
fense. Each is $x$ ean nation is thinking now in terms of decapacity to be taxearming to the very hand domestict of policies are peoplesed
on how they will affect the nation fearful of a rearmed Germany, alarmed over the rise of Ittlu suspicious of a fascist Spain, wants to gear its transporte tion machine in with its defense program. In the last war,
though the fighting arens wus though the fighting arena was overseas; the United States
government took charge of the railroads, and would doubtedly do so again in a similar emergency

Operating the roads as a military measure and operating them as an economit measure are two dirferent things. Mos
of the goverment-- M . payers and inefficiently operated. Few shippers here wan
to have the roads under government control, fearing both higher rates and less satisfactory service.


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 tind resentment at the Hller resime?
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